

YALE AVIATION NEWSLETTER

August 2026

UPCOMING EVENTS

- Join us for an **End of Summer Debrief at NEBCO** – Wednesday, **August 26 at 5:30 pm**. Save the Date!
- **Triennial FAA Safety Exercise @ Tweed - September 15th**, Start/End Time of Exercise - **08:30L/09:00L-12:00L**. The complexities of this exercise require that the airport be closed - 07:00L-13:00L. Watch for the NOTAM the week before the event!
- **Seminar on Engine Management** – Yale Aviation is working on putting together a seminar on the basics of keeping your carbureted piston engine in top form. Want to help organize? Let secretary@yaleaviation.org know!
- **Wash & Wax / Annual Meeting** – Sunday October 25, 9 am to noon. Be there!!!

PILOTS...



Congratulations to **Trevor Snow** who, on July 22nd, completed his first engine-powered airplane solo!

Affiliate Member **David Lassila** has begun his air force training. I barely recognized him!



Better Late Than Never: My First AirVenture

by James Kachinski

After more than 12,000 hours in my logbook, I finally made it to Oshkosh this year — and I'm still kicking myself for waiting so long. I've been to Sun 'n Fun in Florida several times, and for any airplane buff, that show is amazing in its own right. But it's a fraction of the size of AirVenture, and nothing quite prepares you for the real thing.

I made it to both this year. Now that I'm building an airplane, I feel like it's more of a "must do" than just a "want to do" trip. Sun 'n Fun runs about

3,000 aircraft through Lakeland — AirVenture set an all-time record with more than 10,000. That's not a bigger version of Sun 'n Fun, it's a different animal entirely.

I was even there on the “slow” days — Monday through Wednesday — and it still felt endless. Three days on the grounds, and I logged over 27 miles on foot, more than I expected, and still not enough. Between the flight lines, the homebuilt section, warbirds, ultralights, seaplanes, vendor tents, and educational forums, I barely scratched the surface. And then there's the night airshow — it's hard to describe what it's like. Nothing compares to actually standing on the flight line watching aircraft do aerobatics with lights and pyro and then you add lasers and fireworks and drones and explosions all at the same time. It's worth staying for on its own.

I'll be back, hopefully via my own airplane someday. If you haven't been yet, don't wait as long as I did.



Affiliate Member Drew Mazurek Reports from Airventure

EAA AirVenture at Oshkosh, Wisconsin runs for one week every summer and is the largest aviation gathering in the world. This year drew a record 734,000 people from 98 countries with 2,851 showplanes. ATC worked a takeoff or landing on average every 36 seconds the entire time it was open!

I flew out Sunday, July 19th, with Ellie, a friend from EAA Chapter 324, my

home chapter in Simsbury. She's a rising sophomore at Bowling Green State University in Ohio, a Flight Technology and Operations major working on her instrument rating. She'll graduate with all of her ratings, and then she's headed for the airlines!



We made it in a single day in my 172: 10.1 hours, with stops at Lock Haven, PA (LHV), Toledo, OH (TOL), and Waukesha, WI (UES). We put down at Fond du Lac (FLD), 13 miles short of Oshkosh, since it was too late in the day to fly the arrival. Friends from 324 picked us up and took us to the chapter campsite.

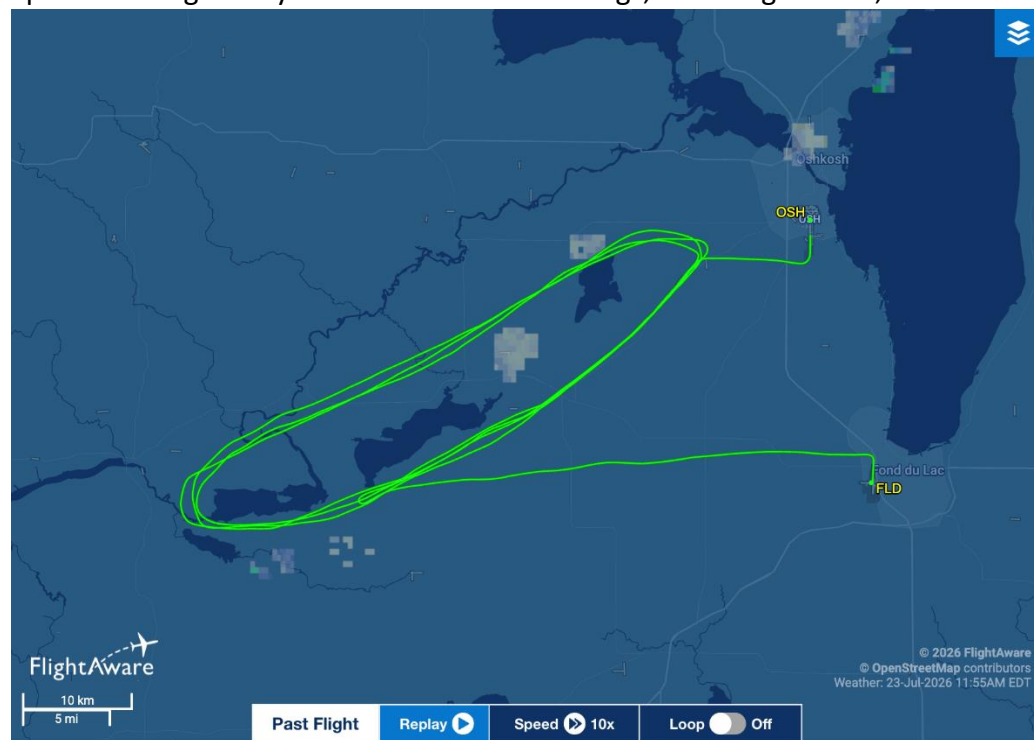
There were afternoon airshows daily, and Wednesday brought the night show: fireworks, lasers, drones, and planes with pyrotechnics! The RAF Red Arrows were at Oshkosh for the first time in the show's 73 years, and over the week Boeing Plaza had a C-5, a B-52, an F-16, and plenty more. Down at the Fun Fly Zone we caught the Twilight Flight Fest with powered paragliders, a STOL competition, and hot air balloons after sunset. We also got out to the seaplane base on Lake Winnebago, where planes moor in a beautiful wooded lagoon.

The exhibits are their own event, and every manufacturer you can think of is there. This year I fell in love with the RV-10. I'm not due for a new plane, but if I were... Purchases were a little lighter this year than last, my major one being a personal locator beacon (PLB), something every pilot should own!

I flew the OSH arrival myself back in 2024, so this year Ellie flew it, with fellow 324 member Chance in the right seat. Thursday morning we caught a ride back down to Fond du Lac and briefed the procedure. We took off from FLD and headed for the Green Lake transition. Just shy of Fisk, the "rock your wings" waypoint, we were put into a hold: a C-5 was departing, a B-52 was inbound, and a good deal of traffic had to get out ahead of both. We flew the loop from Fisk all the way back to Puckaway Lake three times, roughly 40 minutes each loop. The 13 nautical miles from Fond du Lac to Oshkosh turned into 3.8 Hobbs hours, most of it holding and taxiing! But it was all worth it for Ellie to put it on the yellow dot.



We came back Saturday the 25th, also in one day. Chance joined us for the return trip. He graduated Spartan College last year with most of his ratings, including his CFII, and he has airline aspirations as



well. So with those two up front, I was living the first-class life, being ferried home in my own plane! 9.6 hours, with stops at Bowling Green, OH (1G0), where Ellie's friends came out to the ramp to meet her; and Williamsport, PA (IPT), where we ran into another plane from OSH heading home to Groton. Chance and Ellie got out at Simsbury (4B9), and I flew the last leg back

to HVN alone.

Next year's AirVenture runs July 26th through August 1st. I hope to see some Yale Aviation folks out there!

Flyout to Katama! – Sorta



Stephen Montano and **Andy Boone** joined **Nick Hadley** and **Laura Baldwin** early on Saturday, Aug 1 hoping to fly out for brunch in Katama. The weather had other plans, with low ceilings persisting all day (and confirmed by Nick, who flew his aircraft to New Bedford just to be sure).

Mark Donovan and **Laura** had luck the next day, although the decision was made to fly IFR and

eat at KMOVY. This plan went very well – and **Mark** even got a bit of “actual” IMC flying!

Katama remains on our club flyout bucket list. Will you join us next time??

Call for Volunteers!

Our flying club depends on the contributions of all its members. Which of the following committees would YOU like to join?

- Maintenance – Dan MacDonald, James Kachinski, Bill Hotch
 - Safety – Jan Cirillo, David Maass
 - Education / Newsletter – Laura Baldwin, David Maass
 - Activities (social and fly-outs) – Stephen Montano, Drew Mazurek
-



Safety Pilots:

Below are listed members who are anxious to keep their skills, and yours, sharp!

Dan Macdonald	Dmac936@gmail.com	203-788-6320
Josh Snow	joshua.r.snow@medtronic.com	203-804-4845
Laura Baldwin	lfbaldwin@aol.com	203-517-5409
Paul Cleary	paul.cleary@yale.edu	203-415-2402
Santo Galatioto	santoyale@gmail.com	203-710-2730

Caution when flying towards New Jersey

The Bedminster TFR may be in effect! For more information check out here:

https://drive.google.com/file/d/1fl6zmwWEcdp0UM6KIBvGcm_ZNdX0nYqu/view

Prepare for your Flight Review! Check out this link for information on AOPA's Focused Flight Review Program: <https://www.aopa.org/training-and-safety/active-pilots/focused-flight-review>

Those of you who've accumulated more hours than you might likely fly please consider donating to the club – it is tax deductible!!

Help keep Yale Aviation alive in the future as it was for you!

... & PLANES

N6297J has just had its 50 hr oil change. We have fixed a pin-hole leak in the hydraulic system and continue to chase down starting anomalies and high CHTs in climb. Our JPI is giving us good downloadable data. We are considering subscribing to Savvy Analysis to see if we can get further insights.

Remember:

- This aircraft has ADS-B out (*NOT in, though*) which means you might want to fly with your iPad connected to the Stratus2 in the airplane for traffic awareness.
- **PLEASE leave the Stratus2 UNPLUGGED when you complete a flight, as inadvertently leaving it on and plugged in will drain the airplane's battery!**
- Remember that IAT listed on the JPI gives you a readout of carburetor temp.
- The locks for this aircraft are touchy, especially the baggage key, which is the one with the red plastic sleeve. The key will go in both right-side up AND upside down – flip it around if you find that some gentle jiggling doesn't result in a closed (or opened) baggage door.

We have gathered a few online videos to help with orientation for the avionics in 6297J:

Sporty's G500 overview: <https://www.youtube.com/watch?v=6AFqG5RunA>

Sporty's sponsored Garmin webinar (2-3-2021) GFC 500 autopilot: <https://www.youtube.com/watch?v=g4YGFbYhoMk>

Garmin webinar (Apr 2020) on G500 (more emphasis on G5 interface): <https://www.youtube.com/watch?v=nQMWC5Aq1JM>

Garmin430: <https://www.youtube.com/watch?v=RRU8vVle-cQ>

Mike Jesch Garmin 430 tutorials: <https://www.youtube.com/watch?v=vdXQkNg5ho4>

JPI 830 Engine Monitor Overview: <https://www.youtube.com/watch?v=QrLXYsEBW5A>; <https://www.youtube.com/watch?v=a8P15IPU9bc>

Leaning with the JPI 830, setting fuel flow usage, and alarms: https://www.youtube.com/watch?v=U_yWDBftCc

N55044 is close to its 100 hr/annual at which time it's transponder/altimeter inspections will be done as well as the ELT checks. Remember that the beacon switch also turns on the strobes.

N55044 has one electronic magneto which ALWAYS needs at least 8.5 volts of power from the alternator or battery in order to function. For that reason, **do NOT continue to operate the airplane if the alternator is offline**. Unlike with two traditional magnetos, the functioning of this engine is not entirely independent of the electrical system. The efficiency and reliability of the spark is worth this operational change.

Updating our Garmin databases - When you turn on the avionics in N55044 always hit the "update" softkey on the GTN650 unit to be sure that the databases are continuously updated.

Also, please do the VOR check any time you fly. We still need this check every 30 days in case there is a GPS outage when flying IFR. Do this for your fellow pilots!

HOW WE TREAT OUR AIRPLANES! When you arrive at the airport, you should expect the aircraft to be in good condition. If the aircraft is not up to this standard, please let maintenance officer **Dan Macdonald (203-788-6320)** know so he can improve matters.

YOU can help us invest in avionics & lighting upgrades by donating to the club [HERE](#). Please consider making a tax-deductible gift to our 501(c)3 organization!

Please be sure to be careful with landings – remember you can always go around!

AIRPLANE NOTES:

Remember: **you MUST have two (2) people** to remove the cowling on 55044 or 6297J to prevent scrapes and chips.

- **NO METAL OBJECTS ON THE GLARE SHIELDS!** Headsets, lap boards - as tempting as it is, they can scratch the plexiglass, so please find another spot to keep these objects while doing preflight.
- **Oil:** Add a couple ounces of **Camguard** when you add a quart of oil, and be sure to mark this down on the clipboard. And PLEASE – just finger-tight when closing the dipstick so that others do not need to use pliers to check the oil!!
- ALL instruments turned off when manipulating the Master switch – ***particularly important for doing the hot mag check at shut-down***, since an unexpected electrical surge could fry delicate avionics equipment left on.
- **CAREFUL WITH THE BRAKES, ESPECIALLY THE RIGHT RUDDER TOE-BRAKE!!** We are seeing "flat spots" often seen on the tires of both airplanes, in particular the right tire. *Heels on the floor, and no toes on the brakes both taking off AND landing!!*



- **Tire pressure** should be 24lb on the mains and 18lb for the nosewheel, fyi.
- Before you leave the airplane after your flight, be sure the
 - **gust lock is in position**
 - **window closed**
 - **aircraft locked** (*both baggage compartment AND door*)
 - **Cover on.** Due to construction at the airport, **please use the airplane covers always**, unless you SEE another member using the airplane after you. And remember that **the strap at the back should go BEHIND the step** to ensure the cover remains securely in place.
 - **the nose-plug cord is ahead of the prop**, so the nose-plugs will pull free if the engine is started with them in place.
 - **Tie down airplanes securely, with proper knots, taut lines, and no spare length of rope that can whip around in the wind.** Please ask if you need a demo or some practice in this vital area of airplane security.



Be sure to leave our airplanes secure and clean – just like YOU would like to find them!

Notices to our aviators – Maintenance Squawks:

Dan Macdonald (cell: 203-788-6320) is the primary point of contact for airplane maintenance issues. A Maintenance Committee has been formed that consists of **Dan, James Kachinski and Bill Hotch** who will work together to resolve issues with the airplanes. **Please text Dan if you note something amiss – no discrepancy is too small!**

If you note a discrepancy with one of our aircraft please be sure to complete this **three-step process**:

1. **Enter it on paper in the aircraft**, making a short note or comment. You can include more detail on FC.
2. **Enter it in Flight Circle**: Manage > Aircraft > Squawks > Create Discrepancy **OR** when checking in a flight ... go to the schedule, click on the reservation, Check in > Squawks tab > New Squawk.
3. **Notify Dan Macdonald** by text or phone call.



A few tips/reminders for using Flight Circle, our online scheduling and billing system:

- If the Hobbs number is changing, **PLEASE use the number it is changing to** in your calculations. More flight time in your logbook! This is a club policy – ANY part of a number showing means that number should be used!
- If your preferred time-slot is not available, we encourage you to make a **BACKUP reservation** instead of a PRIMARY one – there is a pull-down menu for “Reservation Type” to change this selection. You will get an email or text notification if your reserved time comes free.

- Dispatch your flight before/during the pre-flight, and check it back in upon returning. Once checked in, your reservation will be grayed out, which will allow other members to reserve the airplane, ***even if you reserved the airplane for more time.***

Auto-Schedule monthly payments on your account for your convenience and ours!

If you have any questions or problems, please contact our Billing Officer **Josh Snow**, joshsnow97@gmail.com or call/text him at 203-804-4845. You can also contact **Laura Baldwin** secretary@valeaviation.org or **Mark Donovan** president@valeaviation.org.

AVIATION EDUCATION & NEWS

Flight Service Radio Frequency Reductions

Notice Number: NOTC5059

Based on Federal Register comments received regarding the FAA's intent to decommission the entire remote communications outlet (RCO) infrastructure in the continental United States, Hawaii and Puerto Rico, the FAA has modified its plan. The FAA will reduce the number of radio frequencies used by Flight Service Stations (FSS) to communicate with aircraft inflight and will eliminate 670 redundant RCOs and retain 272 outlets, which will provide adequate coverage for system users.

The reduction will align RCO infrastructure with the decrease in pilot demand for inflight services. The proposal excludes frequencies designated for use in Alaska.

In February 2026, a safety risk management panel determined that all hazards associated with RCO reduction could be safely mitigated.

Visit the Flight Service website at faa.gov/flightservice for the list of frequencies to be retained and those scheduled for removal beginning in fall 2026.

Webinars

In-Flight Weather Resources

Ron Levy

Qualifies for FAA WINGS credit

Tuesday, August 11, 2026 7:00 PM EDT

Inadequate or incomplete weather information is a common accident causal factor. This webinar examines modern ways to obtain updated weather information in the cockpit while in flight and how pilots can use those systems to develop an accurate understanding of weather conditions.

https://faavideo.zoomgov.com/webinar/register/WN_iX-ID3FPQZmAFIAlfEuD4Q

Pro Tips for Pilots

Fred Remer

Qualifies for FAA WINGS credit

Wednesday, August 12, 2026 8:00 PM EST

Fred Remer, retired Professor of Meteorology at the University of North Dakota, will explain a practical process for obtaining weather information and assessing weather risk during flight planning. The presentation moves from the big picture to local conditions, helping pilots identify hazards and decide whether they can be mitigated or avoided. Questions may be submitted throughout the webinar.

https://faavideo.zoomgov.com/webinar/register/WN_7h9HW5M2QZsPpRKd55g

Twelve Habits that Keep Us Out of the Statistics

Jolie Lucas, Harvey Madison

Qualifies for FAA WINGS credit

Wednesday, August 12, 2026 8 PM EDT

Presented in a checklist-style format, this episode identifies twelve research-backed behaviors aviators can adopt to reduce risk. It connects familiar aviation safety themes with human-factor traps seen by pilots, maintainers, controllers, UAS operators, and flight-line personnel, helping participants self-assess and make small changes that can improve safety over an entire care

www.onsecondthought.me

Autopilots in IFR - Common Errors and Pro-Tips

Gary Reeves

Qualifies for FAA WINGS credit

Thursday, August 13, 2026 8 PM EDT

Learn how to integrate an autopilot with Garmin and Avidyne GPS navigators for safer, lower-workload single-pilot IFR operations. The webinar explains common autopilot/GPS integration errors and uses real-world scenarios to demonstrate practical techniques for reducing workload and improving emergency decision making.

<https://pilotsafety.tv/IFRAutopilot>

The Psychology Behind The Most Dangerous Pressure In Aviation

Qualifies for FAA WINGS credit

Mike Shiflett

Saturday, August 15, 2026, 12 PM EDT

Join us for this 1 hour presentation as Mike discusses why smart pilots make bad decisions and building an out before you need one. This is ADM for every pilot.

[Power Hour Lessons - With CFI Bootcamp](#)

Why Do Good Pilots Make Bad Decisions?

Beth Rehm

Qualifies for FAA WINGS credit

Monday, August 17, 2026, 8 PM EDT

We will watch a short video on a non-fatal accident from 2012 and discuss what went wrong and the

many ways this situation could have been avoided. We will analyze the human factors involved and try to understand how hazardous attitudes and biases negatively impact pilots' actions and decisions.

[https://us06web.zoom.us/j/82746650186?](https://us06web.zoom.us/j/82746650186?pwd=UYZf83l6Fe7agTXyU1oV5hv7yZThGp.1)

[pwd=UYZf83l6Fe7agTXyU1oV5hv7yZThGp.1](#)

Meeting ID: 827 4665 0186 Passcode: 990225

How to Fly at Non-Towered Fields Safely and Proficiently

Chris Moser, Dan Justman, Mary Kuehn

Qualifies for FAA WINGS credit

Thursday, August 20, 2026, 12 OPM EDT

Non-towered airports can offer tremendous flexibility, but they require a high level of situational awareness and solid communication. We examine how non-towered operations are intended to work, where conflicts occur, and how to improve safety in the pattern occur, and what you can do to improve safety for yourself and others in the pattern.

<https://attendee.gotowebinar.com/register/7926905308804777228>

Learning From Past Accidents by Studying What Went Wrong

Ken Solosky

Qualifies for FAA WINGS credit

Wednesday, August 26, 2026, 8 PM EDT

A comprehensive analysis of general aviation accident trends over the last decade. We'll review key data on accident rates, common causes, and emerging patterns from 2015 to 2025. We will discuss the contributing factors behind these accidents, from pilot errors to mechanical failures, and highlight safety improvements made in recent years.

[Registration](#)

How to Stay Safe Around Rotorcraft While Flying

Pat Ryan, Pete Gillies, Melanie Folcik Barillaro

Qualifies for FAA WINGS credit

Thursday, September 10, 2026 7 PM EDT

Rotorcraft aircraft are unique - even to those that fly them. This also means unique hazards can exist around these aircraft. We are aware of tail rotor and blade safety, but what about rotorwash? How does it effect an airplane on the ground or in flight? It can cause catastrophic incidents, are you prepared?

https://faavideo.zoomgov.com/webinar/register/WN_jWSoi-PAT862UHEIZy7yNg

Rusty? Try this course from AOPA made just for you: https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots/rusty-pilots-online?utm_source=rponlineq2&utm_medium=email&utm_campaign=984-00000&utm_term=takecourse



Gadgets & Websites

Do you know what this is?? It's a **Lightning Beacon**. A horn goes off and this beacon starts rotating when lightning strikes within 10 miles of the airport. This indicates that the line guys must depart the ramp for their protection. Roughly 20 minutes after the last strike, a similar horn sounds the all-clear.

Ever been curious about how an accelerator pump works? This is the nozzle shown here at the throat of the carburetor that adds a shot of fuel into



the air/fuel mixture when the throttle is moved quickly forward.

Check out this video:

<https://www.youtube.com/watch?v=VtMB-3U6sc8>

TWEED NEWS - Tower

NOISE ABATEMENT PROCEDURES: The Tweed-New Haven Airport is bounded to the West and East by suburban communities and to the South by sensitive wetlands. Please adhere to the following procedures to help us be the best neighbors and stewards of the land as possible:

- Departing Runway 20, fly runway heading until crossing the shoreline before making any turns.
- Departing Runway 2, fly runway heading to 1,000 feet before making any turns.
- No touch-and-goes late at night or early morning (ie from 2200 local to 0700 local, 0800 local on Sundays).





Tower is trying to be efficient with departures and arrivals. With this in mind they are asking small GA to complete their runup and pre-takeoff procedures before calling for taxi instructions. This can be accomplished at the compass rose, near taxiway G. Since this is the non-movement area, there is no need to advise Ground that you are repositioning to the compass rose for runup.

TSA Badges –

If you are checked out to be PIC of one of our airplanes, you will need a T3 security badge for KHVN to access the aircraft.

And finally! **Online badging has begun at Tweed!!**

Should you need a badge, contact one of our signatories below with your **first name, last name, email and phone number**. They will then initiate a badge application.

1. **Laura Baldwin** (203-517-5409, lfbaldwin@aol.com)
2. **Santo Galatioto** (203-710-2730, santoyale@gmail.com).

After your application is initiated, you will receive notification to complete the application. All starred fields are required. Once completed, the signatories will be notified for review & sign-off of the application.

Once a badge application has been filled out by the applicant and signed off by the signatory, the airport will set up the badge applicant as a Portal User, so that they can log onto the portal (portal.aerosimple.com) with their phone number and visit Training on the Main Menu. My Trainings and Security Training will be listed under Active. Once started, the Status will update from New to In Progress. Be sure you press the **Save** button after viewing each video! After the Quiz, press the **Mark as Completed** button. The training will move to the Completed column.

The next step is to use the online portal to schedule an appointment with the badging office for review of your IDs & to take a picture if necessary. The office is now located in the offices above the arrivals area. You will need two forms of ID (passport and driver's license work really well) that will be reviewed by Badging - **AT LEAST ONE NEEDS TO BE A PASSPORT, SOCIAL SECURITY CARD OR BIRTH CERTIFICATE**.

Once security receives a "pass" from security threat assessment, ID badges can be issued.

New badges are \$75 (card payment only) and renewals **BEFORE THE OLD CARD IS EXPIRED** are \$50, which needs to be done every year in your birthday month. Be sure to have your old badge with you, plus the two forms of government issued ID you used for your application.

If someone isn't compliant, their badge will be disabled and they will have to attend a training class to have it re-enabled and usable. **Tweed is quite serious about everyone having and using their security badge** – pilots without badges will be escorted from the airport and will not be able to fly!!!

ONLINE -

Yale Aviation is on Facebook - be sure to post photos, ask questions of fellow pilots, encourage those who are working their way through ratings and exams, or see if you can organize a passenger on your next flight. We have opened this group so that your friends (and prospective members?) can see what we are all about.

YA MERCHANDISE! Check out our two online “storefronts” for purchasing YA-logoed merchandise! One is located at Customized Girl (<http://www.customizedgirl.com/s/yaleaviationmerch>) and one at Zazzle (<https://www.zazzle.com/s/yale+aviation>). Zazzle in particular has some new items (t-shirts, ornaments, bag tags), so check it out!

What you order from these locations will be delivered directly to you.

Contact Laura Baldwin (lfbaldwin@aol.com) if you have any questions or have ideas for additional merchandise!



SIMULATOR(S) -

Our simulator lives in the New Haven Aviation Center -- the HVN-based flight school! The new model was generously donated by **Jay Leboff**, who founded and runs STEMPilot, a Waterbury company dedicated to teaching math and science through the excitement of aviation.

The system uses Lockheed Martin **Prepar3D software** and Logitech hardware, including a yoke and rudder pedals together with a switch panel, radio panels, an autopilot panel and a multipurpose display.



New Haven Aviation Center has agreed to host the YA simulator in the classroom space of their offices at Robinson Aviation. **To book the simulator, call or text Laura Baldwin (203-517-5409) for access.**

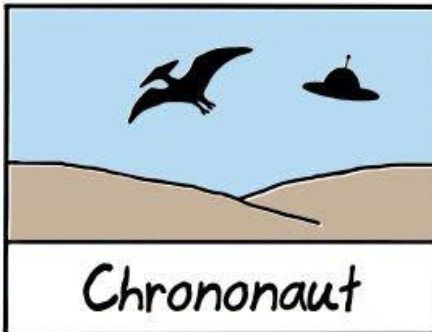
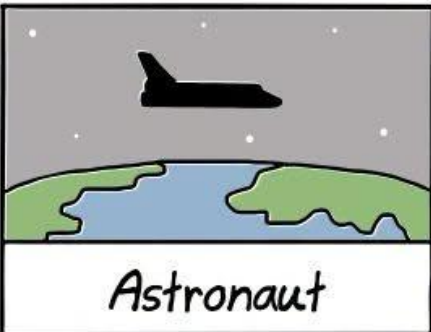
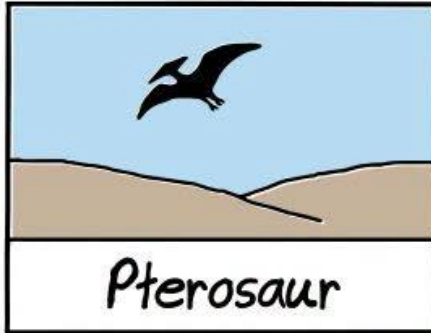
Redbird LD Sim at KMMK!

Fully loggable at \$80/hr.

Contact Meriden Aviation Center
203-648-4870 to schedule some time.



a brief history of flight



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The Yale Aviation Newsletter goes out to the membership on the 15th of every month. Please let me know if you have any news, suggestions, or comments:

Secretary@yaleaviation.org

Laura Baldwin, Secretary