

YALE AVIATION NEWSLETTER

September 2026

UPCOMING EVENTS

- **KHVN will be closed next Tuesday morning, Sept 22** for a triennial safety exercise. Always check NOTAMS before flying!
- **Wash & Wax / Annual Meeting – Sunday October 25, 9 am to noon.** Be there!!!
- **Seminar on Engine Management** – Yale Aviation is working on putting together a seminar for late January 2027 on the basics of keeping your carbureted piston engine in top form. As we develop this event, help us out by sending your top two engine management questions: what concerns you the most about the engine when you are flying? Want to help organize? Let secretary@valeaviation.org know!

PILOTS...



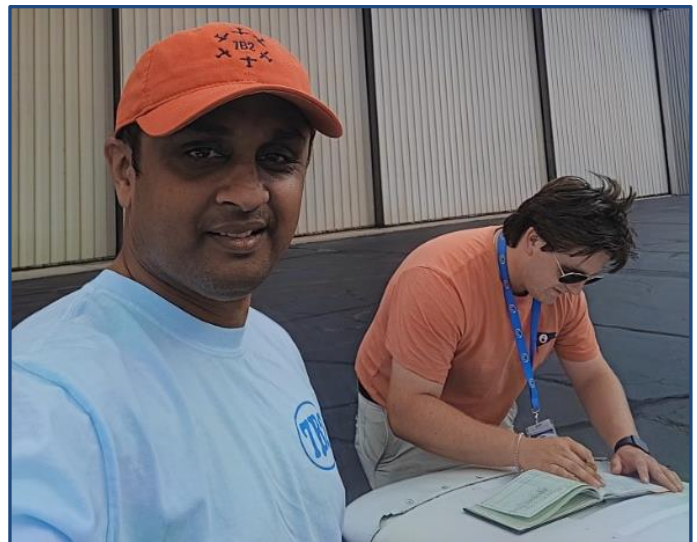
Please welcome our newest YA member, **CJ Cicarella**.

"Hello, I'm CJ Cicarella. I'm an FAA-certificated pilot and aircraft mechanic with a strong passion for aviation. I'm excited to continue building my flying experience here at the Yale Aviation Flying Club, meet others who share the same passion, and continue developing my skills as a pilot. My goal is to pursue flying professionally and build a career in aviation."

CJ has already thrown himself into the Maintenance Committee. Having an A&P onboard will be a significant asset!

Congrats to **Raj VJ**, a long-time YA student and Affiliate Member who started working on his Private with Charlie Skelton back in the day. Later he worked with Laura before returning to India yet didn't quite finish his PPL. He came back to the US and started working with the flight school at Tweed and **got his PPL!**

"I finally got my license this Sunday [Aug. 16, 2026]. I did the checkride at Northampton, MA with a DPE called Rich McIsaac. Lots of drama, but in the end it all worked out well."





Between 2024 and 2026, I was earlier in the US for 3 visits and each time I flew with AFIT -once in Rexburg, then in Lincoln, CA and in Van Nuys -- and never found a DPE who was available."

Way to go, Raj!

Congratulations to longtime member **Jon Morrow** for earning a **seaplane rating!** Here's Jon's story...

A New Rating: ASES!

What fun!

While dining at the Gelston House this past July, I was distracted by the sight of a Cessna 172 on floats at nearby Goodspeed Airport (42B). As any pilot will attest, airplanes are like magnets, they pull you in. So, naturally, I had to investigate. I was quickly reminded what a wonderful little airport Goodspeed is. It still has the feel and nostalgia of a bygone era of flying: a single paved runway just 2,120 feet long; a water runway on the Connecticut River; and, when conditions are dry, even a grass landing area west of the paved runway. It's a great place to sharpen one's short-field landing skills.

But what really caught my attention was the *Goodspeed Seaplane Academy* (<https://www.goodspeedseaplane.com>). Ever since flying as a passenger into remote lakes in Alaska, I had been intrigued by the idea of flying a seaplane myself. So I finally took the plunge (!) and enrolled.

My instructor was Al Starbard, a man blessed with infinite patience. Our airplane was a Cessna 172M fitted with Wipline floats. Once airborne, it flies much like any other 172, although the floats add plenty of drag and make the airplane noticeably slower. There is also a bit more rudder sensitivity because of all that extra surface area hanging beneath the airplane.

But on the water, everything changes.

Takeoffs, landings, taxiing, docking, and maneuvering all require new skills. Laura would be shocked to learn that you begin taxiing before you have even shut the door, fastened your seatbelt, or tuned the radio. A run-up is brief, lest the plane take off. There is also an entirely new universe of things to think about: wind, current, waves, swells, water depth, floating debris, submerged obstacles, shoreline obstacles, swimmers, boats, bridges, power lines, and not the least, legal restrictions governing where you can and cannot land.



Takeoffs and landings are unique. Rotation and flaring is verboten. The key is to take off and land on the “step”, and to keep the floats from submerging. There are techniques specific for different conditions. Surprisingly, glassy-smooth water is one of the most hazardous. After enough practice and with the requisite skills (reasonably mastered). I passed my FAA checkride and earned my Airplane Single Engine Sea (ASES) rating.

I am now approaching 25 hours as PIC in the seaplane and have spent a fair amount of time flying up and down the Connecticut River and visiting several lakes east of the river. It is a wonderfully different kind of flying. You can safely cruise at relatively low altitude (40-500 feet) over the river, and see wildlife, shoreline features, and places from a unique perspective. There is also something very reassuring about knowing that most of the time, a perfectly good landing spot is right beneath your wings.

After all these years of flying, it is great fun to discover something that makes aviation feel new again. It really is a privilege to be a pilot.

Jon S. Morrow

September 2026

End of Summer Debrief at New England Brewing Company – August 26



Things were hopping at the end of August! Ten Yale Aviation members (and a significant other) gathered at NEBCO in Brandford on a delightful evening to chat and hangar-talk over cold drinks and nibbles. There is nothing more delightful than hearing the stories of airplanes being built, summer adventures flown and maintenance mysteries pursued.

There will be more hangar talk at our fall **Wash & Wax plus Annual Meeting: Sunday October 25 at 9 AM**. Put it on your calendars!!!

Josh Snow and family attended NASA's early morning [Roman Space Telescope launch](#) on August 30. The Nancy Grace Roman Space Telescope was aboard a SpaceX Falcon Heavy rocket, launched from Kennedy Space Center Complex 39A.



Josh Snow, wife Kristen, son Trevor (a current primary student) and son Ollie enjoy the launch.



Josh Snow is starting a new job in a couple weeks. He asks everyone to please use his Gmail address joshsnow97@gmail.com if you need to reach him.

TWEED NEWS

Tweed-New Haven Airport 95th Anniversary Event



Tweed has been a functional airport serving New Haven since **1931**. As published by the airport authority: “On August 29, 1931, an estimated 12,000 people gathered to dedicate New Haven’s new municipal airport, celebrating what was then a bold investment in the still-young world of aviation.” Robinson hosted the anniversary event. They accessorized the ramp and hangar 1 with a PT-17 Stearman, a Pilatus PC-12, Cessna 208 amphib, and the ARFF truck.



New Haven Terminal and Viking Aircraft Company Hangar, c 1931

The gathering was addressed by HVN Chairman Robert Reed, HVN Director of Community Engagement. Tom Calaviere and Senator Richard Blumenthal. Sen. Blumenthal announced that HVN has served over 5,000,000 passengers since scheduled airline service returned to the airport in 2021. Senator Blumenthal also mentioned that aviation is a proven economic generator and a critical community resource. The WTNH clip [here](#). YA’s **Nick Hadley, David Maass** and **Bill Hotch** attended.

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 (i.e. from 2200 local to 0700 local, 0800 local on Sundays).



HVN 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.

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, and *new* member CJ Cirarella.
- Safety – Jan Cirillo, David Maass
- Education / Newsletter – Laura Baldwin, David Maass
- Activities (social and fly-outs) – Stephen Montano, Drew Mazurek



Speaking of volunteers, here's the core of the Maintenance Committee. In fact, it's everyone!

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	joshsnow97@gmail.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

Hey, did you hear something?

As you may know, 97J suffered a *bird strike* on the leading edge of the left wing. Fortunately, the damage to the wing was minimal and no systems, control surfaces or humans were harmed. In fact, neither of the occupants heard or felt the impact **which is not uncommon**. Why?

- **High Cockpit Noise and Vibration.** The cockpit is a noisy, vibrating environment which is noisiest during takeoff, climb or landing. These three exact phases of flight are where 90% of bird strikes happen. A bird hitting a wing section far from the cabin sounds like a minor "thump" or "bonk" that can easily be mistaken for hitting a pocket of clear-air turbulence or a bump on the runway.
- **Micro-Flocks and Visual Blind Spots.** At high speeds, a bird can seemingly appear out of nowhere. Because pilots are focused on their instruments or looking straight ahead along the flight path, a bird glancing off the outer third of a wing is completely out of their direct line of sight.
- **Flight Characteristics Remain Unchanged.** The leading edge of a wing is incredibly aerodynamic, but a single dent usually does not ruin its ability to produce lift. Pilots have noted that unless the strike damages a flap, aileron, slat, or internal hydraulic line, the plane will continue to fly flawlessly. There are no warning lights or sensors in the cockpit to indicate a dented wing panel, so if the controls feel normal, the crew has no reason to suspect anything is wrong until they step out of the aircraft

- **The Night/Weather Factor.** Pilots landing a plane at night or during a heavy rainstorm, they will perform a post-flight walkaround, but visibility is heavily compromised. Shadows can easily hide a smooth, caved-in dent on the aluminum leading edge. The next morning, when another pilot steps up to the aircraft in broad daylight to complete their pre-flight checklist, the dent suddenly stands out clearly.
- **Why Leading Edges Dent So Easily.** The leading edge of a wing is designed with relatively thin, curved sheet metal or lightweight composites to minimize weight and optimize airflow. When a bird hits this curved surface at 100 to 130 knots, the energy transfer is immense. It pushes the metal past its flexing point, leaving a "caved-in" bowl shape.

Although a typical ATIS may be punctuated with the anodyne "Caution: birds in the vicinity of the airport" we must remember to keep our heads on a swivel below 2,000 AGL.

N6297J is currently up in Barnes chasing down its starting issue, which may have to do with the carburetor. It will need an ELT and transponder/altimeter inspections within the next couple of months. CHTs remain VERY high in cylinders 3 and 4 during climb-out. Please be gentle with your climbs until this is resolved.

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 just back from its annual inspection and is AOK. 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, Bill Hotch and CJ Cirarella** 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@yaleaviation.org or **Mark Donovan** president@yaleaviation.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.



**Federal Aviation
Administration**

Attention subscriber of the Flight Procedures and Airspace Group (FPAG) "Directives & Advisory Circulars" website.

We wanted to alert you that we are sunsetting the Directives & Advisory Circulars website and it will **cease** being available after September.

Please refer to the Dynamic Regulatory System (DRS) and the FAA Regulations and Policies website for future reference to relevant documents.

Both websites offer subscription options to enable email notifications for specific documents or document categories. Please see the DRS Help & Training section for detailed instructions for that website. Aviation Safety documents available for public comment remain available through this website.

Webinars

Custom Checklist | *Qualifies for FAA WINGS credit*

Wednesday, September 16, 2026, 7 p.m. CDT

Presenter: Larry Bothe

Almost every aircraft owner, and every CFI, should have a customized checklist for the airplane they usually fly or use for instruction. Airplanes change, but the checklist never does. The checklist needs to reflect what is in the airplane today; not when it left the factory. Factory checklists assume the pilot already knows how to fly. Students are lost. Master CFI Larry Bothe will tell you how to create a custom checklist that will make your job as a CFI a whole lot easier, make your students feel good about themselves, and owners of older airplanes will stop missing little details about their expensive new-fangled avionics.

The ABCs of Pilot Deviations

Wednesday, September 30, 2026, 7 p.m. CDT

Presenter: Edward J. Page

In this webinar aviation lawyer Edward J. Page will explain the basics involved in pilot deviations: what they are, what the FAA says about them, how they occur, and how to avoid them. Also covered will be how to deal

with deviations once they occur (including whether or not to file a NASA ASRS report); what to say in the ASRS report; and dealing with the NTSB, the FAA, insurance claims, employers, and the emotional toll involved. Finally, there will be a review of the basics of the FAA enforcement action process, including highlighting important pieces of FAA Order 2150.3C, the FAA's Compliance and Enforcement Program.

[Electronic Ignition for General Aviation](#)

Wednesday, September 23, 2026, 7 p.m. CDT

Presenter: Michael Kobyluk

A discussion about electronic ignition for general aviation aircraft, including the science, the benefits, and whether it makes sense. Electroair's Michael Kobyluk will take us through the science of electronic ignition in today's aircraft. He will also discuss the potential benefits and evaluate whether upgrading makes sense.

[SAM I Am](#)

Wednesday, October 7, 2026, 7 p.m. CDT

Presenter: Mike Busch

Savvy has built SAM (Shadow Account Manager), an AI assistant that quietly watches over every maintenance ticket alongside Savvy's human account managers. SAM audits conversations for unanswered questions, flags frustrated clients, research ADs and hard-to-find parts, and nudges HAMs when tickets are stalling — all without replacing human judgment. In this webinar, Mike Busch shares how SAM came to be, what it's already doing in alpha testing, and why he believes AI won't replace aviation maintenance expertise but will turbocharge it.

[Engle Collection](#)

Tuesday, October 13, 2026, 7 p.m. CDT

Presenter: Hope Stropes

USAF General Joe Engle flew everything from homebuilt airplanes and warbirds to the X-15 rocket plane and Space Shuttle. Join us as Hope Stropes and Jeanie Engle discuss Joe's life and his exhibit at the museum

[Getting Started With iFly EFB](#)

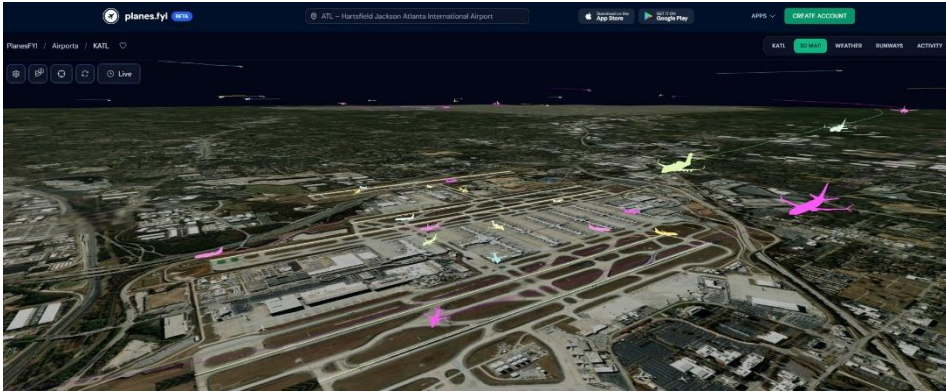
Wednesday, October 28, 2026, 7 p.m. CDT

Presenter: Walter Boyd

- Navigating the moving map and essential controls
- Finding airport, chart, and weather information
- Creating and editing a route
- Reviewing terrain, airspace, weather, and airport information
- Following the active flight plan and monitoring progress
- Using traffic, weather, alerts, and navigation information in flight
- Choosing charts, map layers, instruments, and data displays
- Adapting iFly EFB to different aircraft, pilots, and missions.

Rusty? Lapsed? Try [this](#) course from AOPA made just for you.

Gadgets & Websites



There's a newish website that offers an innovative 3D depiction of airports and air traffic. [Planes.fyi](https://planes.fyi) bills itself as "flight tracking, built by pilots." It's fun and useful.

AIRPORT SECURITY

OBTAINING OR RENEWING A TSA ID BADGE



Badging for HVN Pilots and others has entered the SPACE AGE (lol). It is now online and no longer on paper. Below is a general outline of the process. The program that we use is called **Aerosimple**.

1. Reach out to either [Laura Baldwin](mailto:secretary@yaleaviation.org) (secretary@yaleaviation.org) or [Santo Galatioto](mailto:santoyale@gmail.com) (santoyale@gmail.com) to begin the process. Provide them with your **First & Last Names, contact phone number and email address**. They will initiate the application for you on the website, after which you will receive an email and link to begin the application process. First time applicants must give the requested information before the process can begin. Renewal applicants must reach out about **a week before the month of your birthday** since that is when all renewals will occur going forward.
2. Once the application is complete, it will go through a series of internal reviews. You will get emails at each stage, including the stage at which you will need to do the online training. You must get all the questions correct. These instructions are also on the website.
3. Once all is approved, you will need to meet in person with the badging office. An online appointment scheduler is available to do this.

Badging Office
2nd Floor
Airport Administration Offices
Arrivals Terminal
155 Burr Street, New Haven, CT 06512
(<https://portal.aerosimple.com/badge/scheduling/us/KHVN>)

For new applicants, Two visits will be needed since fingerprinting and resulting background check is required before a badge will be issued. At the second meeting for the new applicant (and the first meeting for a renewal) **you will present your two required forms of ID, the appropriate fee (new = \$75, renewal = \$50) and your badge will be issued.** (Renewals MUST turn in their expiring badge when

the new one is issued.)

4. If you encounter any problems getting started reach out to Laura or Santo. They will either be able to help you or refer you to the correct person at the badging office.

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 at 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) -

New Haven Aviation Center, the HVN-based flight school, has agreed to host the YA simulator in the classroom space of their offices at Robinson Aviation. 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.

To book the simulator, call or text Laura Baldwin (203-517-5409) for access.



The RedBird LD flight simulator at **Meriden Aviation Center** (MMK) is a FAA AATD (Advanced Aviation Training Device) that can be used for training and currency. We understand that Meriden Aviation strongly discourages sim users who bring outside, non-MAC instructors. However, Meriden doesn't prohibit a safety pilot or sim partner. This is great for instrument currency.

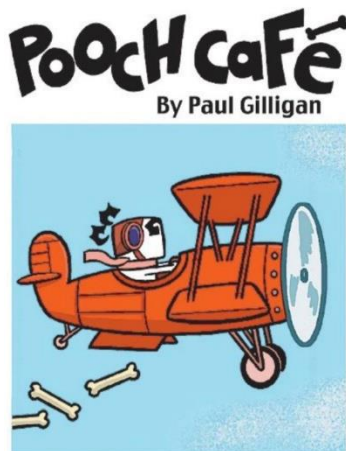
If you haven't used a sim for training, you should be aware of the distinct advantages of a simulator versus training in the aircraft: Training aircraft are not equipped with a pause button. Have a question? Struggling

with a maneuver or approach procedure? You can stop and gain clarity on the task.

The sim time is far more efficient as you're not paying to start and fly somewhere to begin the lesson and fly back home. Also, repeating the lesson segment is immediate.

At \$85/hour, the sim is about half the operating cost of our aircraft. After you're set up with Meriden, the RedBird can be scheduled online. The sim isn't used very much so finding your desired time shouldn't be difficult.

Contact Hunter Ansich, Ops Manager and Chief CFI. Mobile (860) 917-7199



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