

YALE AVIATION NEWSLETTER

October 2026

UPCOMING EVENTS

- **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@yaleaviation.org know!



The poster features a red background with white and yellow text. On the left, 'BSU AVIATION' is written in large white letters, with 'FALL 2026 EVENTS' in yellow above it. To the right, two yellow circles contain the text '45TH GALA CELEBRATION' and 'SAFETY EXPO'. Below this, white text reads: 'JOIN US FOR TWO SPECIAL EVENTS THE WEEKEND OF OCTOBER 16-17, 2026 IN SUPPORT OF BRIDGEWATER STATE UNIVERSITY AVIATION AT THE BSU FLIGHT TRAINING CENTER IN NEW BEDFORD, MA. ALL PROCEEDS SUPPORT BSU AVIATION STUDENTS THROUGH SCHOLARSHIPS AND PROGRAM IMPROVEMENTS.' Two event details are listed with airplane icons: '45th Anniversary Gala Friday, October 16' and 'BSU Safety Expo Saturday, October 17 8:30am-2:00pm'. A white box at the bottom right contains the text 'Save the date!'. On the right side of the poster is a photograph of a man in a black shirt and khaki pants standing next to a small white airplane, with another person visible in the background.

BSU AVIATION FALL 2026 EVENTS

45TH GALA CELEBRATION

SAFETY EXPO

JOIN US FOR TWO SPECIAL EVENTS THE WEEKEND OF OCTOBER 16-17, 2026 IN SUPPORT OF BRIDGEWATER STATE UNIVERSITY AVIATION AT THE BSU FLIGHT TRAINING CENTER IN NEW BEDFORD, MA.

ALL PROCEEDS SUPPORT BSU AVIATION STUDENTS THROUGH SCHOLARSHIPS AND PROGRAM IMPROVEMENTS.

 **45th Anniversary Gala**
Friday, October 16
Dinner, drinks, and dancing with a Casablanca theme. Cocktails at 5:00, Dinner at 6:00.

 **BSU Safety Expo**
Saturday, October 17 8:30am-2:00pm
WINGS presentations with a keynote address by Dr. James Ross. Lunch served.

Save the date!

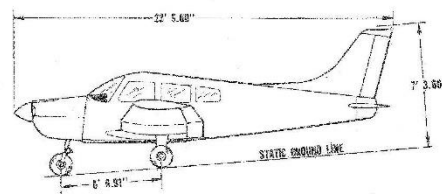
We are cordially invited to **Bridgewater State University Aviation** at New Bedford Regional Airport (KEWB) for the upcoming BSU Aviation 45th Anniversary Gala (10/16) and BSU Safety Expo (10/17). Please save the date for these events.

PILOTS...

- Please welcome our newest Yale Aviation members, **William O'Donnell and Travis Henderson** and Affiliate Member **Raymon Morillo**.



"My Name is **William O'Donnell**, and I am a Junior in Yale College studying Economics & Mathematics and rowing on the heavyweight crew team. I grew up in Chicago where I developed a love for aviation flying with my dad. I have had the privilege of flying with him for the last ten years, and in the spring, I finally decided to go out and get my PPL. I am looking forward to joining the Yale Aviation community and exploring the skies around New Haven!"



Travis Henderson, CFI

"I learned to fly at Essex Flying Club at W48 just outside Biltmore, MD, a one-airplane flying club operating a 1963 Cessna D model 172. I would complete my private through commercial and CFI training in the Baltimore-Washington area and go on to work as a CFI at a mom-and-pop part 61 flight school in Middle River, MD, before moving to Seattle, WA, with my wife in 2022. Upon moving to Seattle, I completed my commercial seaplane rating and later my multi-engine rating. While living in Seattle, I flew seaplanes full time as an instructor and charter pilot, ranging from Cessnas to de Havillands. Most recently I completed my first season flying the amphibious Cessna Caravan out of KHAVN."





Raymon Morillo - Hi everyone my name is Raymon, and I am a junior at Yale. I started a new position for Robinson Aviation working at the front desk processing invoices and helping out customers. I hope to learn more about aviation and the different routes people take to become commercial pilots.

Tango Flight Brings Aircraft Building to High School

Tango Flight brings aviation into high schools by giving students a remarkable assignment: build an airplane that will actually fly. The national 501(c)(3) nonprofit has completed or begun more than 50 aircraft in 12 states, including two projects in Connecticut. Its Bridgeport team has just started its third aircraft.



Bassick students build another plane about to take flight – June 2026

For schools, ownership and liability can make an aircraft project hard to take on. Tango Flight owns each airplane throughout the build and after completion, while the school provides workspace, a dedicated teacher, and the initial funding. A complete kit costs roughly \$150,000, often covered by an education grant.

Most teams build a Van's RV12, a popular two-seat airplane. Tango Flight delivers the kit (complete with engine and avionics) and helps organize adult mentors. Pilots and mechanics are welcome, but aviation experience is not required: mentors can learn alongside the students as they guide the work.

PILOTS, Continued...

Students typically build during an approved class, about two hours at a time, three days a week. Completing the airplane, obtaining its sign-off, and flying the required FAA test flights takes two to three years. Then every student who helped build it gets a flight - a chance to see the real-world results of their effort.

Tango Flight then sells the finished airplane in the open market and returns the proceeds to the school. A new RV12 equipped with a Garmin G3X and fuel-injected Rotax engine typically sells for \$125,000 to \$150,000. That is less than the approximate cost of the kit, despite the 2,000 to 3,000 hours spent building it. But the school recovers most of its initial funding while students gain practical skills and a firsthand look at aviation careers. See the [WSHU](#) piece for more information.

YA member **Dave Maass** mentors the Bridgeport team. Its first airplane flew two years ago; one student from that group now works full-time on the line crew at 3Wings in Bridgeport. The second airplane was completed this summer and just passed FAA inspection. One of those students, whose goal was to be an auto mechanic, now plans to become an aviation maintenance technician with an A&P certificate (with substantially better pay and career prospects).

Dave invites anyone interested in Tango Flight to contact him at 203 458 0722 and visit the Bridgeport build.

... & PLANES

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!!!

N6297J has recently returned from service at Aero Design up in Barnes and is about to head into an annual at Fly the Whale where it will get ELT and transponder/altimeter inspections. CHTs remain VERY high in cylinders 3 and 4 during climb-out. Please be gentle with your climbs until this is resolved.

We are trying a new starting procedure:

- 2-4 shots of prime then
- Engage starter with a brisk push of the throttle lever.

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. 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 cowlings 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.



... & PLANES, Continued...

- **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.

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).

TWEED NEWS – TSA & Safety Procedures



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.

A message from Jeremiah Wilhite, Regulatory Compliance Manager, Tweed-New Haven Airport

“We have seen an upward trend in security violations recently. While TSA typically issued warning notices for an initial violation, they have indicated a sterner stance will be taken and may issue civil penalties on the first offence. This starts at a minimum of \$850. Please share with your staff the importance of following the Airport Security Program, and especially ensure access control points are secure before proceeding away.

We will be reminding badge holders of this as we conduct Aviation Worker Screening and I have dropped off written notices as well to post in your office space.”



SECURITY ALERT

ACCESS POINT RESPONSIBILITY

This is an alert from the HVN Airport Security Coordinator regarding a recent increase in Security Violations involving unsecured access points.

Badge-holders are responsible for ensuring that any Physical Access Control System (PACS) access point they open is fully closed, latched, and secure before leaving the area.

You swipe it, you own it.

When using a PACS access point, badge-holders must:

- Remain at the access point until it has fully closed and latched.
- Physically verify that it is secure before leaving.
- Never leave an access point unattended or walk away while it is still closing.
- If an access point is found unsecured, the last individual on record opening it will be considered responsible.

HVN is conducting security monitoring and enforcement through:

- CCTV review and in-person security compliance checks.
- Signage at Access Control Points.
- Symposiums with TSA Regulatory Inspectors.
- Security retraining following Security Violations.

Failure to properly secure an access point may result in a Security Violation and badge- related disciplinary action. TSA civil penalties may also apply to certain security violations and can reach **\$17,062 per violation, per person.**

Airport security is the responsibility of every badge-holder. Everyone working or operating at HVN plays a role in keeping the airport safe and secure.

BE ALERT. BE AWARE. KEEP ACCESS POINTS SECURE.

Airport Operations Supervisor	(203) 466-8833 ext. 1007
Airport Badging Office	(203) 466-8833 ext. 1004
Airport Security Coordinator	(203) 466-8833 ext. 100

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 (secretary@yaleaviation.org) or Santo Galatioto (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!!!

KHVN Tower Tours – YA is coordinating tours of the New Haven tower every few months, where you can learn fun facts like only 1/3 of the 407 towered airports in the US are staffed by federal employees. In CT six of seven control towers are contractor-operated (BDL is the only tower operated by FAA controllers). Interested in joining the next tour of the HVN tower? Email secretary@yaleaviation.org

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 CJ Cirarella A&P.
- Safety – Jan Cirillo, David Maass
- Education / Newsletter – Laura Baldwin, Bill Hotch, 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	joshsnow97@gmail.com	203-804-4845
Laura Baldwin	lfaldwin@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!

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

[WAASsup with GPS & RNAV](#)

Demystifying Modern Navigation from Enroute to Minimums

Thursday, October 15, 12:00 EDT

Hosted by: **Chris Moser**, CFI, CFII, MEI, Sr. Director, Flight Training Education, AOPA Foundation

Dan Justman, Vice President, AOPA Foundation Aviation Programs

Mary Kuehn, CFI, ATP, FIRC Program Manager, AOPA Air Safety Institute

GPS has transformed the way pilots fly, but how well do you understand what's happening behind the magenta line? Join us for a practical look at **GPS**, **WAAS**, and **RNAV** navigation, from enroute operations and departures to instrument approaches and missed procedures. We'll break down the anatomy of RNAV (GPS) approaches, explain waypoint types and approach minimums, and explore some unique procedures that highlight the capabilities of modern navigation systems. Whether you're a VFR pilot looking to better understand your avionics or an IFR pilot wanting a refresher on RNAV procedures, you'll come away with a stronger foundation for safe and effective GPS navigation.

Topics covered:

- GPS, RNAV, and WAAS fundamentals,
- RNAV approach structure and terminology,
- LNAV, LP, LNAV/VNAV, and LPV minimums,
- Waypoints, holds, and procedure turns, and
- Common pilot pitfalls and best practices

It's more than just pushing **Direct-To**.

[Understanding TBO: What Really Determines Engine Life](#)

Thursday, October 15, 2026 at 14:00 EDT

Time between overhaul (TBO) is more than a number in your maintenance manual. Join Continental's technical expert for a practical discussion on what actually influences engine life — and what you can do as an owner to keep your engine running stronger, longer, and more reliably.

- **What Influences Engine Life:** How operating practices, environment, and maintenance habits impact TBO.
 - **Warning Signs to Watch For:** Key indicators of increasing wear and when to take a closer look.
 - **Owner Maintenance Best Practices:** Steps you can take to protect your engine and reduce the risk of unexpected downtime.
 - **Real Owner Questions:** Answers to questions submitted by Cessna and Piper owners.
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[Spin Dynamics and Recovery](#)

Thursday, October 15, 2026 at 19:00 EDT

This presentation delivers a comprehensive ground-school overview of aerodynamic spins, entry mechanics, and emergency recovery techniques in general aviation. Grounded in FAA guidance—including Advisory Circular AC 61-67C, the Airplane Flying Handbook, and 14 CFR operating regulations—the presentation traces the historical evolution of spin science from early 20th-century flight pioneers to modern Upset Prevention and Recovery Training (UPRT). Pilots explore the underlying physics of uncoordinated stalls, overbanking tendencies, and autorotation, while analyzing real-world accident metrics like the AOPA McSpadden Report to understand why Loss of Control In-Flight (LOC-I) remains aviation's leading fatality risk.

[Rub a Dub Dub Three Planes in a Tub](#)

Saturday, October 17, 2026 at 10:00 EDT

Join us for a VIRTUAL cup of coffee, a donut, and a LIVE WEBINAR as David and Sabrina talk about best practices when cleaning your airplane. Simple Green or solvent? Pledge or Windex? Paper towels or red rags? Or, none of the above! Join us and learn about what you can safely use to preserve and protect your bird's interior and exterior.

[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.

[Cognitive Overload!](#)

Qualifies for FAA WINGS credit

Wednesday, November 18, 2026, 7 p.m. CST

Presenter: Brian Sagi

As pilots, we know that when we exceed a wing's critical angle of attack, the wing will stall and lose lift. Likewise, a pilot's mind has a cognitive load threshold which, once exceeded, will result in degradation of the pilot's performance. In some cases, performance degradation caused by cognitive overload can be severe enough to result in a pilot's loss of control of their aircraft. In this webinar, CFI Brian Sagi will explore cognitive overload in pilots, what causes it, and how to reduce our likelihood of encountering it. We will also learn how to recognize the onset of cognitive overload and discuss practical strategies for managing cognitive load while staying in command of our aircraft at all times.

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

Gadgets & Websites

If you're looking for something to improve your skills or enhance a training/recurrent training experience, these two post-flight debriefing products are worth a look.

- **CloudAhoy** (free version) is capable of 2D flight logging, allows importing flights from devices, and creates a Flight list. Its cloud based and compatible with any browser. The subscription-based Standard and Pro versions offer more capability. To name just a few, the software captures data from ForeFlight, external devices (Stratus Bad Elf, Sentry, etc.), Garmin navigators (but not 430's!), and simulators (Redbird, X-Plane, MSFS etc.). You can find a brief intro [here](#).
- **FlySto** is a significantly different product that adds engine data to the flight data information stream. It's free for "log uploads amounting to a generous number of flight hours per year." CloudAhoy's main focus is on the flight parameters but FlySto is under the hood with engine analysis tools. Like CloudAhoy, FlySto can take data from a number of sources. While FlySto isn't as 'plug-and-play' as CloudAhoy, it appears to offer a far broader analysis of data.

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) -

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.

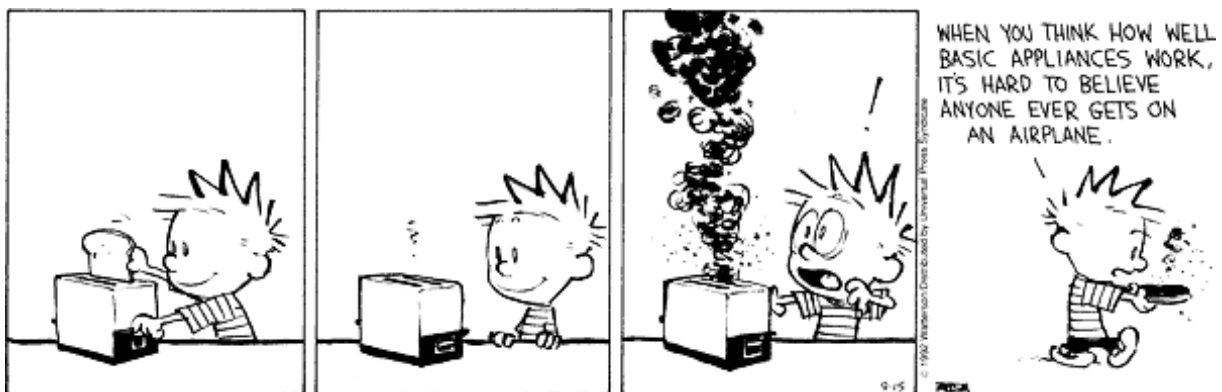
If you haven't used a sim for training, you should be aware of the distinct advantages of a simulator versus training in the aircraft:

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