YALE AVIATION NEWSLETTER

November 2026

UPCOMING EVENTS

- **Seminar on Engine Management – Saturday, January 30, 2027, 10 am to noon.** Join Yale Aviation and expert Steve Kelly of Whelan Engineering for a seminar on the basics of how your normally aspirated carbureted piston engine works and how to use leaning to keep it in top form. This FAASTeam-sponsored event will take place at the East Haven Hagaman Library. Want to help? Let secretary@yaleaviation.org know!
- **Look out for additional winter educational events** –
  - Using Your Safety Equipment – a demo of how to use the safety equipment we carry in our aircraft, including fire extinguishers, life-jackets and crash kits.
  - Field trip to Bradley TRACON – a mid-week field trip to check out where the radar for our area resides.

PILOTS…

Annual Meeting October 25, 2026

Eighteen Yale Aviation members gathered on a Sunday morning for our annual members meeting where **Mark Donovan, Auguste Fortin, and Dan Macdonald** were voted in for 2-year terms, along with **Charles Skelton** who, as a former club president, is fulfilling a 1-year term.
In addition, members voted on two clarifications to our Rules & Regulations regarding billing:

1. Members are now required to set up automatic billing (as most already have) to ensure that monthly dies and flight hours are paid on time.
2. Any member that wishes to suspend membership and rejoin later will have to ensure they depart with a zero balance on their account.

Our club depends on timely payments, and we trust that these clarifications will cause minimal hassle.

Immediately after the Annual Meeting, the Board of Directors held their meeting, reporting on the club and airplanes. Below are high points from that meeting.

- Finances: We are in good financial shape with no need to raise rates at this time. It was suggested that we create an Avionics Fund similar to the Engine Reserve we currently maintain. This will enable us to play for necessary avionics upgrades, such as a new Garmin for N6297J.
- Airplanes: both our aircraft are running around $30k annually in maintenance. We continue to go through tires more than we should; please be careful with landings, especially on the right main!
- Membership: We have 36 paying members, which includes 5 primary students. Interest in the club remains steady.
- Events: FAASTeam Reps **Laura Baldwin & David Maass** are working on three seminars for the winter
  - Engine Management with Whelen Engineering's Steve Kelly (Saturday Jan 30)
  - TRACON Tour date TBD
  - Safety Equipment Use in an Emergency date TBD

PILOTS, Continued

Kudos all around for the many members who volunteer their time to keep this club safe, financially sound and educationally interesting.

Please welcome our newest Yale Aviation pilot. This was on the YA Facebook page but missed in the latest Newsletter. Congratulations to **Trevor Snow** on getting his Glider Private Pilot certificate on September 19, 2026! Below is Trevor with proud father Josh Snow and Trevor'



…& PLANES

HAPPY BIRTHDAY, JULIET!

Please raise a glass for N6297J in honor of her 60th birthday. She's among Piper's initial 1976 production run of Cherokee Archer II's. We found an AOPA Magazine article on the PA-28-181's debut. The entire article is attached to the end of the newsletter. The Archer featured in the AOPA article, N7734C, is *airworthy and flying* in New Jersey. The list price for an instrument-capable aircraft was $38,883. Adjusted for inflation, this is just over 230K. Her official 'birthday' is June 19, 1976, so this is a belated celebration.

N6297J returned from annual at Fly the Whale where it had its ELT and transponder/altimeter inspections, along with repairs to the primer lines and pitot-static system.

The CHTs remain on the high side in cylinders 3 and 4 during climb-out. Please be gentle with your climbs and monitor CHTs.

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!**
- The 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.

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=RRU8vVIe-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_yWDBfptCc**

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

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!

N55044 is A-OK. 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.

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

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.
- **BE 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.**

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

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!

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 Flight Circle.
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).



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.

TWEED NEWS – TSA & Safety Procedures

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."

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

TWEED NEWS – Board of Directors Monthly Meeting

Tweed-New Haven Board of Directors holds a monthly meeting to update the airport users and public on current events. At the October TNH Board of Directors meeting, the latest noise monitoring data and complaint information were reviewed. It can be found **here**.

"There were 26 unique inquirers which generated 379 total inquiries. One individual (1x) submitted 315 inquiries, accounting for 83% of all submissions. The remaining 25 individuals submitted a combined 64 inquiries, representing 17% of the total." This is *not* uncommon at urban-sited airports surrounded by residential neighbors.
Please consider attending Board meeting in-person or remotely. We want to be good neighbors that remain informed about airport objectives, initiatives and activities. TNH Airport Authority meeting schedule including archived past meetings are **here**.

TWEED NEWS – *Wingtips*

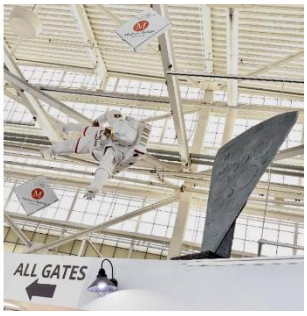
Tweed-New Haven Airport is doing some rebranding and have relaunched the newsletter *Wingtips*. Below are a few excerpts from the October '26 restart issue.



95 YEARS OF FLIGHT
TWEED-NEW HAVEN AIRPORT

Explore 95 years of aviation history at Tweed-New Haven Airport in our anniversary video.
Watch: 95th Anniversary Video





New Public Art Installations Unveiled
More local art is coming to the airport through ongoing collaboration with Michael Pollack, founder of the New Haven Pizza Club. The latest installations celebrate New Haven's iconic pizza culture, sharing one of the region's most beloved traditions with more than 1.5 million travelers each year.

HVN Hosted Full-Scale Emergency Preparedness exercise including the brand-new Oshkosh ARFF Firefighting Vehicle. This is a more updates are included. You can subscribe to the newsletter here.

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 Cicarella, 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	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/1fl6zmwWEcdp0UM6KlBvGcm_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.

Rusty? Lapsed? Try this course from AOPA made just for you.

Webinars

Cognitive Overload!
Qualifies for FAA WINGS credit
Wednesday, November 18, 2026, 8 p.m. EST
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.

Pro Tips for Maintenance - Engine Failure After Maintenance
Qualifies for FAA WINGS credit
Wednesday, November 18, 2026, 8:00 p.m. EST
Topic: Top Ten Causes of Engine Failure After Maintenance
Engine Failure after Maintenance is another way of saying maintenance error. This presentation is a list of accidents that illustrate the most popular mistakes that cause engines to quit.

Weather or Not to Fly
Wednesday, November 18, 2026
Presenter: Jeff Arnold, Host: Aaron Dabney
Topic: Is weather your weakness? Modern pilots have an extraordinarily wide variety of channels to obtain weather information, but our track record when it comes to using this information to make decisions continues to leave room for improvement.
This presentation will examine select weather decision points, best practices, common missteps, high-level briefing processes, and how to keep from joining accident statistics.
After participating in this seminar, you will be a better flight instructor because you'll be able to:

- Teach students how to effectively use the features and services offered by Flight Service.
- Teach and model sound weather decision-making at key decision points.
- Help students approach weather briefings and decision-making as a systematic process, rather than a checklist of memorized data points.
- Build safer pilots by equipping students with the tools, judgment, and repeatable processes they need to make sound weather decisions when flying in the NAS independently.

Webinars, Continued

Diesel Versus UL
Wednesday, December 2, 2026, 8 p.m. EST
Presenter: Mike Busch
Diesel engines burning Jet-A promise a clean escape from the unleaded-avgas mess — no lead, better fuel efficiency, and a fuel that's already on the ramp. So why hasn't the piston fleet switched? Mike Busch surveys the current diesel contenders (Continental's CD-series, Austro's AE300/330, DeltaHawk's DHK180, and Piper's new Seminole DX) and weighs their real trade-offs: useful-load penalties, six-figure conversion costs, limited STC coverage, and different maintenance demands. With the FAA signaling the 2030 unleaded deadline may slip, he makes the case for whom diesel makes sense for today — and why it's still a niche solution for most owners.

The P-40 Warhawk | ***Museum Webinar Series***
Tuesday, December 8, 2026, 8 p.m. EST
Presenter: Ike Langkau
Join the EAA Aviation Museum's Ike Langkau as he talks about the Curtiss P-40 which was in service through the entirety of World War II, from the Flying Tigers to the final battles in the Pacific.

Gadgets & Websites

Many thanks to Member **Fritz Heidenreich** for this month's contribution! He's recommending two interesting flight planning tools.

FlytheWeather.com Great for getting a profile view of the weather for your route. Especially valuable in the winter/icing season.

PlaneWX.ai Best weather planning tool out there. Add your upcoming flight and the system alerts you up to two weeks out on any weather changes.

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.

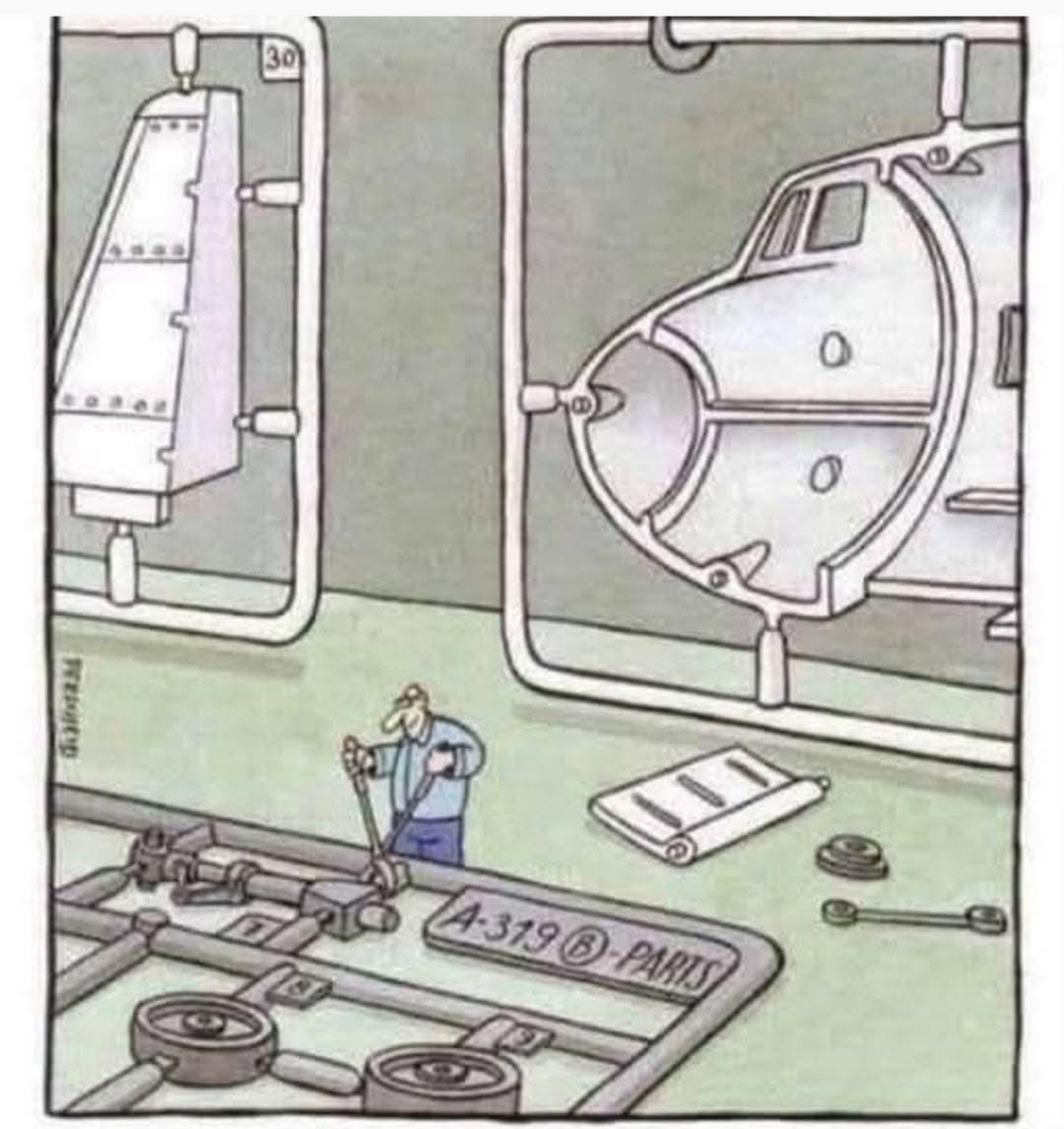
To book the simulator, call or text Laura Baldwin (203-517-5409) for access.



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*