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Key Organization Links

- www.fitchburgpilots.org
- www.meetup.com/fitchburgpilots
- www.facebook.com/fitchburgpilots/
- www.fitchburgairport.com
- www.eaa.org
- www.aopa.org

Key Weather Links

- www.windy.com
- www.aviationweather.gov
- www.usairnet.com

Key Reference Links

- www.ftplan.com
- www.airnav.com
- www.flightaware.com
- www.skyvector.com

President's Corner



Glen Reinhardt - President, Fitchburg Pilots Assoc. EAA Chapter 1454

We're halfway through 2021 already and we've had high winds and rain more often than I'd like. This is the month for Airventure and many of us are counting on flying into and out of Oshkosh. My fingers are crossed that the weather cooperates.

This year I will be volunteering at the Ford Tri-Motor area helping those who wish to ride in a fine vintage airplane while getting a tremendous look at Whitman Field from the air. I hope to see you there!

A reminder regarding this month's meeting: We will offer additional opportunities to ride in a Cirrus Vision Jet. Eric has donated three seats for a 1 hour flight in his beautiful aircraft. You could be one of the lucky pilots to get 20 minutes of right seat time in a jet! The drawings will be at the close of the meeting. Donations of \$50 per chance or 3 chances for \$100.

Our presenter this month will be Doug Stewart – in person! Doug will be giving three presentations at Airventure and we will get a preview of one of them. This is also a WINGs program, so don't forget to sign up at <https://www.faasafety.gov> Doug's presentation will be The Art of Flying IFR! Paving the Way. You have heard of the acronym PAVE. Doug will explore the personal minimums checklist and the risks associated with each area. This will be of interest to IFR and VFR pilots. We will also offer Zoom access to the meeting. The Zoom meeting will start about 6:50

Meeting ID: 897 5426 2995

Passcode: 154082

We have a matching fundraising challenge that will end on July 15. This is a match of up to \$1,000 and is a good way to double your donation dollars. I'm happy to report that we have reached the \$1,000 mark but are still accepting donations. Our goal was to reach \$1,300 which will net a \$2,300 donation total. Thank you to those who responded with donations.

Thanks to the EAA and their online registration system, we are planning a Young Eagles event for Saturday, September 18th. Particulars will be discussed at the monthly meeting. If you ordered a walkway brick and have not paid for it yet, please do so. The brick order has gone in.

Remember, our monthly meetings are now in-person. Dinner at 6, meeting at 7. Zoom if you must but we'd enjoy seeing you "live" as well. Come join us! Fly safe, Fly often,

Glen Reinhardt

FPA / EAA 1454 Officers, Committee Members, and Key Contributors

Please note: Any member can be emailed through the Members Section of our FPA Meetup Site

Officers	Names	Key Contributors	Names
President	Glen Reinhardt	Program/Wings Coordinator	Jim Bisson
Vice President	Dave Babineau	Eagles Coordinator	Mark Estabrook
Secretary	Chris Lund	Membership Coordinator	Dave Babineau
Treasurer	Gary Daugherty	Newsletter Editor	Jeff Scorse
Committee Chair and Chairmen	Names	Food	Glen Reinhardt
Aero Fair Coordinator	Dave Dion	IMC/VMC Club Coordinator	Dave Dion
Facilities	Dave Dion	Simulator Coordinator	Mark Estabrook
Nominations	Ed Littlejohn	Airport Commission Rep	Richard Gersh
Safety	Dave Dion	Webmaster	Michael Kane
Scholarship	John Arsenault		
Young Eagles & Santa Fest Coordinator	Patrick Daykin		

!! DUES !!

The dues of \$50 is used to pay our land rent, our city real estate taxes, our utilities and our mortgage on the hangar. Our aircraft hangar rent goes toward the same expenses. We need to fund raise more to cover all of our expenses. **That is why we ask, if you can, to donate an additional \$40 along with your dues.** Please take the time to write a check or go to Fitchburgpilots.org and pay by Paypal. Checks can be mailed to:

Fitchburg Pilot's Association, 563 Crawford Street, Fitchburg, MA 01420



The [Cares Act](#) allows anyone to make a charitable contribution of up to \$300 in cash (check or CC, not stocks or securities), and it is deductible even if the taxpayer does not itemize deductions.

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When shopping at Amazon (actually, AmazonSmile), you can raise money for FPA! FPA is a registered charity with AmazonSmile, so a percentage of the purchase price of eligible products is donated to FPA when you designate FPA as your charity of choice! FPA is listed as "Fitchburg Pilots Association, EAA Chapter 1454", so that's the name you should look for.



When you shop at Amazon, shop at smile.amazon.com and help support FPA!

➤ Safety Corner

by Dave Dion - FPA Safety Committee Chair

Why Are Clouds White And Why Is The Sky Blue?

Article from 2018 Boldmethod

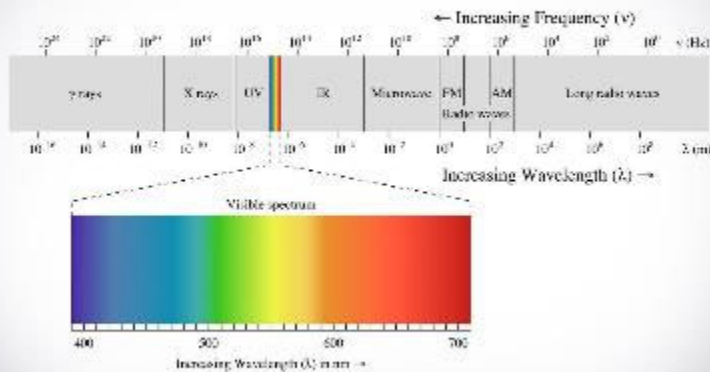
Clouds are a part of life for pilots. Have you ever wondered why they're white, or why they darken and turn gray? It's all about how sunlight interacts with the contents of a cloud.

First - You Need To Understand How Sunlight Works

According to the UK's National Meteorological Service, sunlight, or visible light, can be thought of as



Blue light is easily scattered in the atmosphere, making the sky look blue.



boldmethod

a wave and a part of the electromagnetic spectrum. When the spectrum is split up, you see all the colors as a rainbow.

Each visible color has a different wavelength along the spectrum. Blue light has the shortest wavelength at 300 nanometers. Red light is the longest at 700 nanometers. As visible light passes through the Earth's atmosphere, small particles in the air can scatter shorter wavelengths more efficiently, like what you see on the left side of the diagram below.

Why Are Clouds White, And The Sky Blue?

When sunlight reaches atmospheric particles in the sky, blue light is scattered away more easily than other colors. Because it's scattered more effectively than longer wavelength forms of light, like red, yellow, green, and orange, the sky appears blue.

So, what about the clouds?

In a cloud, sunlight (which is white) is scattered by millions of relatively large water droplets. These droplets scatter all colors

White light is scattered in all directions in a cloud.



And some light penetrates the cloud base.

boldmethod

almost equally, meaning that the sunlight continues to remain white. This is why clouds appear white against the background of a blue sky.

What About Those Gray Clouds?

According to the UK's National Meteorological Service, clouds appear gray for the same reason they turn white. Light is normally scattered upwards, or to the sides of clouds. This makes the tops and sides of clouds whiter than the base, which receives less light.

When you see a rain cloud, the dark gray color is more noticeable because the droplets are even bigger and scatter more light. Less light reaches the base of the clouds, which gives them their intimidating appearance.



Supersonic Flight And "Pressure Clouds"

Have you ever seen videos of jets breaking the sound barrier with a white cone forming around the wings? Aircraft wings generate areas of low pressure above them. As an aircraft reaches the speed of sound, the low pressure area grows and strengthens. The lowered pressure condenses water in the air, creating a vapor cloud.

According to *Scientific American*, the regions of lowest pressure are usually behind the nose of the jet, on the wings, and around the fuselage. As the jet speeds up, the cloud being formed will appear farther toward the rear of the aircraft. Just as the jet reaches the sound barrier, the air is sharply disturbed by a shock wave. The cloud disappears, and the jet starts flying supersonic.

Flight Log – Almost There

By Glen Reinhardt

Over the last two months I have related the experiences of flying from Palm Springs, CA to Fitchburg, MA in 2009. We went from KPSP to KGNT (Grants-Milan, NM) for a refuel and lunch then on to KLBL (Liberal, KS) for the night. We depart Liberal with a planned lunch and refuel at KJEF (Jefferson City, MO).

The mountains are behind us. The minimum obstacle clearance altitudes drop to 3,500' then to 2,000'. The weather isn't great; a high cloud layer above us and haze below. We cruise along at 5,500' marveling at all the possible emergency landing options as the square farm plots of Kansas slowly pass beneath. There is a light coating of snow. The haze thickens so we pick out landmarks ahead and check the miles to crossing over them. We can see 10 miles but it doesn't seem like much.

As the terrain becomes more varied the sky brightens. We are over eastern Kansas and western Missouri. Small hills and irregular farms and less snow. I've climbed to 7,500' just for the better view and gliding safety. Our mood improves with the brighter weather.

We are firmly in Missouri and are passing between Truman A MOA and Truman C MOA. We are 500' below the floor of Truman B MOA. Of course, we are doing flight following and in contact with ATC.

"Dakota xxxJD, traffic at your 2 o'clock, 20 miles." What? Like I'm going to see traffic 20 miles away. "Dakota xxxJD", traffic now your 3 o'clock and 10 miles." Well that was fast. Still no way I'm going to see him. "Dakota xxxJD" traffic 5 miles and will pass overhead at 500'." I just had enough time to look off my right wing to see what I'm guessing was an F-18 Super Hornet roll inverted and pass directly overhead while the pilot waved to us. Kathy screamed and I shouted "Where's my camera!" In a blink, the jet was gone. So much for flying between and just beneath MOAs.

Time for lunch, refuel, and terra firma for Kathy. We descend to an uneventful landing at Jefferson City. Nick's Family restaurant used to be on the field in 2009. Best known for chicken fried steak, we opted for their specialty and read the brochure on having Nick's cater your next wedding - chicken fried steak complete with onion rings, calamari rings, mozzarella sticks, and fries. I'm for that. Do onion rings count as a vegetable?

Home is getting close. Thanks for flying along.



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