

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



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Tuesday Mar 12th at 7:00PM/6:00PM food

Key Organization Links

www.fitchburgpilots.org
www.meetup.com/fitchburgpilots
www.facebook.com/fitchburgpilots/
www.fitchburgairport.com
www.eaa.org
www.aopa.org
www.massdot.state.ma.us/Aeronautics

Key Weather Links

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

Key Reference Links

www.fltplan.com
www.airnav.com
www.flightaware.com
www.pilotgeek.com
www.skyvector.com
www.aopa.org/aopalive/

President's Corner

March 2019

Let's go fly and have some fun!

Glen Reinhardt

President, Fitchburg Pilots Association EAA Chapter 1454

I have two topics for March. The first, is a discussion of the benefits of being a member of the Fitchburg Pilot's Association. Number one in my mind is the pilots themselves. This a great group of people, willing to share their experiences as well as listen to yours. This group seems to not just get along, but really enjoy each other's company. And they like being active! Second, we have this wonderful hangar for meetings, events, and for just hanging about, WiFi included. Maybe little known is that we have at least one headset that can be borrowed for when you have an extra passenger. For those longer trips, members can borrow a Be-Ready-Bag with emergency supplies in case of a forced landing. There is also a life raft that can be borrowed but it currently needs to be recertified. On occasion, we have loaned out tables and chairs for the cost of a donation. And, of course, there are the meetings with great topics and fly-outs to nearby feeding places. We are planning on more items for member use both in the hangar and on your flights. So, if you are just showing up for meetings, consider making use of more of what FPA has to offer you.

The second topic is Saturday Coffee Donuts Laughs and Lies (CDL2). We tried this over a year ago, and it has really been a success – even in the winter months. (We do heat the hangar to 65 degrees for the event.) I try to make it most Saturdays and find typically 8 to 15 attendees. The conversations vary. One pilot came in a few weeks ago who just had gotten an iPad and wanted some help with ForeFlight. Another pilot was planning a long-distance trip and was looking for routing suggestions and overnight recommendations. And yes, there are those stories of perfect landings with crosswinds twice the manufacturer's recommendations.... What I find is people stay even after the donuts run out. The conversations are lively, fun, and educational. If you haven't come down, please join us and get to know your fellow members.

Glen

New Members!

We'd like to welcome all new members who have signed up on Meetup in the last month.

We have continued our run of 2-3 new members each and every month for over a year !!!

New Members for March 2019

Earl: Earl joined Meetup and sent in his membership in February. He is a student pilot and lives in Boston.

Randall Miller: Randall just moved to the Fitchburg area from Quakertown, PA. He is an IFR pilot who owns a P28A.

Stephane Bede: Stephane joined Meetup in February and she wants to be a pilot. I'm hoping the FPA members can help her realize that dream.

A note from Glen:

As well as being President, I am the membership chair. In March, I usually start to get serious and send individual emails to those who haven't yet paid dues and who wish to remain members for 2019. 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. Even so, we still need to fund raise a bit more to cover all of our expenses. That is why we ask, if you can, to donate an additional \$40 along with your dues. Our biggest fund raising activity, providing food for the Early Ford V8 car show, pretty much completes the fundraising effort and gets us to a break even for the year. If you have already paid your dues – THANK YOU! If not, 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 St
Fitchburg, MA 01420

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President	Glen Reinhardt	Fund Raising	Chris Lund
Vice President	Dave Babineau		
Treasurer	Gary Daugherty	Food	Glen Reinhardt
Secretary	Chris Lund		Dave Dion
			Dave Babineau
			Chris Lund
			Gary Daugherty
			Dick Maki
Key Contributors	Names		
Program/Wings Coordinator	Jim Bisson	Scholarship	Jim Bisson
Young Eagles Coordinator	Patrick Daykin		Dick Maki
Membership Coordinator	Dave Babineau		Mark Estabrook
Newsletter Editor	Jeff Scorse		Ed Murphy
Aviation Center Manager	Dave Dion		
Aero Fair Coordinator	Dave Dion	Safety	Dave Dion
Santa Visit Coordinator	Patrick Daykin		Gary Daugherty
			Dick Maki
		Airport Commission Rep	Richard Gersh

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

AMAZON SMILES AT FPA!



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 asked to search for your charity, use “Fitchburg Pilots Association” and it should find our charity.

Here’s a blurb from the website:

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Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

January's Safety Corner was titled - **Engine Failure on Takeoff - Where's Your Off Airfield Emergency Landing Location ??** The article's intention was to encourage you to always consider your off airfield landing location if you should have an engine failure on takeoff; specifically to callout possible / favorable off airfield landing locations for FIT 32 & 14 departures. The Safety Corner also included some discussion from two AOPA articles on the "impossible turn" - options and in-flight training for the impossible turn back to the airport.

Recently I spotted a Pilot Workshops article on engine failure on takeoff (multiple simulator attempts to perform the impossible turn from different altitudes). See below - another view about turning back to the airport.

PILOT'S TIP OF THE WEEK

Engine Failure on Takeoff

Featuring Tom Turner

Subscriber question:

"Engine failure on takeoff: I've heard so many opinions on a safe altitude to turn back. Do you have any real experience or results on how pilots perform in this area?" - Pete B.

"Many years ago I taught Beechcraft Bonanza simulator training at the Beech factory airport in Wichita. Engine failure immediately after takeoff provides the least margin and the greatest chance for disastrous results, so it received special emphasis. Simulators provide the only opportunity to practice this emergency safely.

In the preflight briefing, I would ask my student what he or she felt was the lowest altitude at which the engine would quit and the pilot could make it back to the runway. The most common answer I'd get was 800 feet above ground level. So I'd tell my student that's exactly what we'd do. With plenty of warning the engine would quit at **800 AGL**. The pilot then had to bank to 45 degrees at the best-glide pitch attitude, while simultaneously pulling the controllable-pitch propeller control to the low rpm position to attain maximum glide performance. In four years of presenting this scenario, I don't recall a single pilot successfully making it back to the runway from 800 feet above ground level the first time he or she tried—even when knowing beforehand exactly when the engine failure would occur.



Next, we'd try it from **1000 feet AGL**. Again, the pilot knew exactly when the engine would quit. He or she would also have just practiced the procedure. A few pilots would make it back to the runway from 1000 feet AGL, with advance warning and very recent practice. But most still could not.

What I found was that most pilots could make it back to the runway if the engine quit at **1200 feet above ground level**, but only after two practice attempts immediately before the successful turn back, and only with precise knowledge of when the engine would quit.

We'd then try it from **1500 feet AGL**. On an average-length runway in calm winds, pilots could easily get the airplane turned around and aligned with the runway from this height, but in most cases they were too far away from the runway to glide all the way back to the pavement.

Then, I added a little realism to the exercise. To account for the element of surprise, I'd set the pilot up for a fifth takeoff, telling him or her the engine would quit at **1200 feet AGL**. I told the pilot, however, to hold attitude straight ahead for five seconds to simulate the time it takes to recognize the problem, choose a response, and initiate corrective action. With this simulation of surprise, almost no one in four years made it back to the runway...even though they had significant recent experience practicing the turn back maneuver.

What can we learn from this experience? There is really no option of turning back to the runway if an engine quits shortly after takeoff. It may be possible to make a slight turn to the left or right for the best landing option. But the standard guidance is correct: if an engine quits on takeoff, keep the wings level and land straight ahead."

Flight Log

By Jeff Scorse

A Wonderful Month of Flying !!

2-2-19	1064.3	1066.8	2925.5	2928.0		2.5	JAS
2-6-19	1066.8	1067.6	2938.0	2939.1		1.1	JAS
2-10-19	1067.6	1068.8	2929.1	2930.6		1.5	JAS
2-14-19	1068.8	1070.9	2930.6	2932.9		2.3	JAS
2-16-19	1070.9	1072.2	2932.9	2934.2		1.3	JAS
2-17-19	1072.2	1074.0	2934.2	2936.3		2.1	JAS
2-20-19	1074.0	1074.6	2936.3	2937.0		0.7	JAS
2-22-19	1074.6	1076.3	2937.0	2938.9		1.9	JAS
2-23-19	1076.3	1076.7	2938.9	2939.4		0.5	JAS
2-27-19	1076.7	1077.4	2939.4	2940.3		0.9	JAS

What a month its been! From Saratoga Springs, New York, to Alton Bay New Hampshire and all the instrument work in between. Dodging sketchy weather, complex schedules and family commitments I've still managed to log nearly 15 hours in the month of February! I'm very excited about that.

We completed two big bucket destinations in February starting with our flight (Sonya and I) to Saratoga New York on a fairly windy day for the 21st Annual Chowder Festival. We managed a safe and reasonably smooth flight out – though with less than 70 knot ground speeds at times. We stayed low to avoid the wind and were bumped around only a few times heading over the beautiful snow covered Vermont Green Mountains and some windmills near Bennington Airfield.



We were *greeted* upon arrival in the pattern by the [Northeast Pilot's Group](#) (Meetup) organizer Joel Glickman with a hearty “welcome to Saratoga” on the CTAF. Joel graciously provided transport for the short ride to town. We were the only plane that flew-in this day – likely due to the winds and forecasted snow in the afternoon. We joined the throngs of people feasting with over 90+ vendors serving piping hot chowders of every kind.

Stepping out of Joel's car we found a vibrant city with bunches of boutiques and coffee shops galore.



This one (Uncommon Ground), bustling with customers, served great coffee and some tasty treats. We will come back, hopefully with some FPA members along for the ride.

The trip home was a bit rushed because we had to get out of dodge before the snow moved in, so we packed it up at 3PM and headed up for the powerful tail wind ride home - even at our 4500' altitude due to a persistent cloud deck.

We did get to set a new level-flight ground speed record of 210 mph (yes, my indicator is in knots, but it sounds better in mph) due to the strong, but smooth 70+ knot tail wind.

I hope to return to Saratoga Springs this summer to visit the horse races. I plan to invite Joel and the rest of the 586 members of the [Northeast Pilot's Group](#) to KFIT during one of the many Leominster or Fitchburg City Events. I'd also love to hold a pancake breakfast fly-in, perhaps during the Annual Air Fest – early in the morning.

Alton Bay

The next bucket-list trip was Alton Bay, NH. I've landed there over 20 years ago, but it was in a rented club plane and I had my instructor on board. On Sunday the 17th there was a Winter Carnival on the Ice planned, so we expected it to be busy with the very real possibility of being turned away. Thus, we planned the trip to Mt. Washington airport (sightseeing) with Alton Bay as a stopping point – landing if possible.



Upon arrival, I heard on the CTAF that planes were departing, opening some spots, so I jumped into the crazy busy pattern and looped around until I found a clean spot to set up final. This was a challenge because I pulled into upwind behind a ultra slow ultra-light that was ahead of me. A little bit of juggling, a 360 for spacing and I was cleared on 2 mile final with one plane departing ahead of me.

I know we often say a landing 'was uneventful' and in this case the landing was one of my best (pure good

fortune to be sure), but it was anything but uneventful. Rolling out on ice, in *our* plane, with *our* family on board, was *absolutely eventful*, as some of you may have seen from the video post on Facebook.

The ground crew, led by Paul LaRochelle, a local business owner and surprisingly not a pilot, were amazing! How they expertly wrangled over 100 airplanes in and out of that tiny ice strip, on that day is beyond understanding. Ever gracious, and always funny, I've never experienced such joy from such a dedicated group of people. After hand signaling me to shut down, perpendicular to my intended parking spot between (and under) two high wings, the crew simply grabbed our fully loaded Warrior and slid it backward into place. That was a fun ride!



We found Bill B. had already arrived with Ashley on-board his Decathlon, then Peter H. with Carol in their Mooney whizzed overhead just behind us after we parked and deplaned. We had to wait about 2 hours for the restaurant, but the food was amazing and the company delightful.

Hangar Happenings

Dave Dion: FPA Aviation Center Manager

Hangar Happenings

Fitchburg Flamingoes Found in Fort Myers !!!

Some Fitchburg flamingoes fled frigid Fahrenheit forecasts ... flew south ... and were found hanging around in a Fort Myers (Florida) flea market. The Fort Myers flamingoes are called “Freddy” Flamingo and are considered “yard art”; at FIT they are called “Louise” and “MarkiE” and are flyout friends.



Fort Myers Freddy sends his love to ya'all in Fitchburg:

Also found - former FPA president Charlie Valera at Page Field (Fort Myers - EAA Chapter 66). He took a moment for a “foto” op with FPA member Dave Dion ... then he went back to directing the chapter’s monthly Young Eagles Event and pancake breakfast.



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