

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



President's Corner

January 2020

Inside This Issue

- FPA / EAA 1454 Officers, Committee Members, and Key Contributors
- FPA VMC & IMC Clubs
- Flight Log – Decisions...
- Flight Simulator Corner
- Next FPA Meeting is:
Tuesday Jan 14th, 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/



Let's go fly and have some fun!

Glen Reinhardt - President, Fitchburg Pilots Association EAA Chapter 1454

Fly Safe – Fly Often

Glen Reinhardt, President Fitchburg Pilot's Association, EAA 1454

President's Corner - Happy New Year to everyone. I hope the holidays were enjoyable; and you are excited, like me, to start another year of flying possibilities. I didn't make a resolution to lose weight since that has been a resolution for 20 years with little affect. Instead I made a resolution to fly somewhere new at least every 60 days. That's going to be a trick since I am gone much of January and February, and I don't own a plane.

A reminder that dues are due and can be paid via credit card or PayPal on our website. Or you can drop a check by at our monthly meeting or Saturday CDLL gathering.

Peter H. sent a message out about flying organizations not just being about flying but also about developing friendships. So true. I had some cousins visiting from Belgium over the holidays. The husband has been a fixed wing and rotary wing pilot but has let the ratings lapse. I brought him to a Saturday CDLL, and he was warmly welcomed by the sizable group that had gathered there. I knew my cousin would like to see Ed's SR-22, and Ed obliged turning up the panel so he could see what a new generation panel looked like. Then Ed offered to take my cousin and his wife for a flight. What an experience. They flew up the Connecticut River looking at ski areas along the route. My cousin took the controls and loved how stable and easy it was to fly. This was a truly special treat. Also impressive for my cousin was the professional manner that Ed performed the pre-flight and safety briefing as well as explaining each phase of flight. I can't thank Ed enough for taking his time and his plane to provide the

highlight of our cousin's visit to the US. Thank you, Ed and thanks to all of you who introduce friends, family, and strangers to our world of aviation.

Fly safe, Fly often,

Glen Reinhardt – President Fitchburg Pilot's Association, EAA 1454.

!! New Members !!

Joining Meetup this month:

New Members:

Shaun and Cather Keller – A glider pilot who owns a single place 18m glider stored in the FPA hangar and partner in a two place 20m powered glider

Good news! If you are looking to join the Fitchburg Pilot's Association this time of year, your \$50 dues counts toward the remaining part of this year as well as 2020.

You can mail a check made out to "FPA" or "Fitchburg Pilot's Association" to 563 Crawford St Fitchburg, MA 01420. You can also visit Fitchburgpilots.org and click on "Dues and Donations" and pay by credit card or PayPal.

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 Street, Fitchburg, MA 01420

FPA Scholarship News

Over \$16,000 has been raised by the FPA to support scholarship assistance in aviation-related fields over the past dozen years. Our website will soon feature the 2020 FPA Scholarship announcement and application materials. If members know of a high achieving student with a strong interest in aviation, please direct them to our web announcement.

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.

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

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

Fitchburg VMC & IMC Clubs

By Dave Dion



What we do: watch EAA provided video scenarios and participate in group discussion to create **“Hangar Talk”** - that’s valuable, practical knowledge gained from the group’s discussion of the flying scenario issues and problems encountered



- Videos: actual in-flight scenarios (problems, equipment failures, weather, etc) - **what would you do ??**
- IMC Club includes IMC / IFR situations
- VMC Club is under visual flight rules
- Pilot Workshops materials: for additional / supporting “refresher” training reinforcement

Your Takeaway: attending pilots are able to share knowledge and experiences, network, promote safety, and build proficiency in instrument flying (IMC Club) or when under visual flight rules (VMC Club)

When: **IMC Club (Thursday, January 23 @ 6pm in the FPA hangar)**

VMC Club (Saturday, January 25 @ 9am in the FPA hangar)

Flight Log

By Jeff Scorse



It's been a bit of a slow month of flying but I was able to get involved in two *compassionate* flights with Angel Flight and PALS (Patient AirLift Services) both into an out of Logan. One motivation for getting the instrument rating was the ability to participate in these wonderful programs to assist medical patients in need to transport to the world-renowned medical facilities located in Boston. The need is big and the opportunity to experience large airport operations and help people out is compelling.

The first flight was arranged with my plane partner Bill Dino who has many years of experience flying for both Angel Flight and PALS in his Baron. We picked up a patient and his wife at Logan and returned them home to Bar Harbor. Logan is challenging at times, and this time was no exception. While on approach to 22L (both ATIS and controller confirmed), we passed by the extended centerline, over the harbor, awaiting clearance when they switched us to a different approach frequency, then notified us of a new plan – to land 33L. A huge runway to be sure, but a change that kinda caught us off guard. Bill expertly made the turn, and we made an uneventful landing. After a bit of complex taxiing, patient pick up and straightforward departure we flew off north to Bar Harbor – beautiful!!

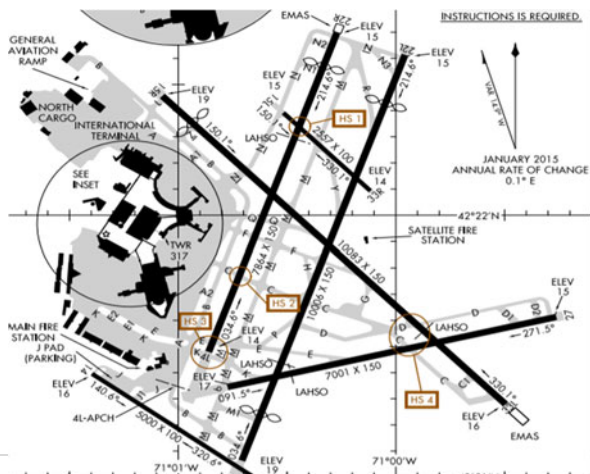


After a bit of complex taxiing, patient pick up and straightforward departure we flew off north to Bar Harbor – beautiful!!

A couple of weeks later I got my chance to pick up a rather light patient (2 years old) from Westchester, NY and deliver her with her mother into Logan with the expert help of my co-pilot Paul Slaney. It was a truly wonderful experience helping this family and relieving them of the arduous 4-6 hour car ride to Boston. Both FBOs (MillionAir-KHPN, Signature-KBOS) waived all fees. MillionAir gave us a \$2/gal fuel discount!



During the approach to Logan the controller put us in a very long left downwind to runway 22L and the controller ask us to give “best forward speed”.. which was kinda funny in our 115 knot Warrior, battling a 30 knot cross wind from the east. Taxiing around Logan was much more comfortable this time. We even got to hear the ground controller tell a Southwest 737 to “give way to the Warrior on Bravo”.. a fun highlight. Winter is a great time of year to fly with powerful lift and super clear air, so be sure to get out there and fly!



Flight Simulator Corner



Your Sim Committee:

Chair: Mark E.(mestabr@gmail.com)

Members: Antonio Aleman, Dave Bellew, Dave Dion, Ed Littlejohn, Bill Gruber, Andy Goldstein

Open sim time every saturday morning

Don't forget, you are welcome come learn to use the simulator on Saturday mornings from 8 to 9:30 or so. There is someone there who can show you how to get things started and set up your scenario of it's not obvious. Or just hang out, drink some coffee and fly that low approach through the rain and fog with gusty x-winds with no stress! ☺ Hope to see you there.

Why use a simulator? From Tom Turner, Pilot Workshops...

"Simulators serve four purposes that are difficult or impossible to attain in an actual airplane.

First, they provide a means to experiment with new equipment or new techniques in a safe and efficient manner. Transitioning to a glass cockpit? Learning how to fly a DME arc? You'll pick it up a lot faster in a sim before using those new skills in the airplane.

Second, you avoid the time it takes to start-up, taxi out, take off, and fly to and from a practice area or the nearest airport with the type of approach you wish to practice. Simulator time is much more efficient, allowing you to practice the skills you want or need in much less time.

A third advantage is the ability to pre-fly a trip or an arrival or departure procedure. If you're planning to fly somewhere with a tricky SID or STAR, approach or missed approach, you can practice it ahead of time in the sim so when you fly it for real it won't be your first time.

Finally, simulators provide the opportunity to practice abnormal and emergency procedures, often without warning. It's simply not possible to safely or accurately present most emergencies or abnormalities in an airplane.

To log simulator time for checkride experience requirements requires an instructor and places certain restrictions on the simulator itself. Even if you can't log it, though, you can do a lot with simulators that will keep your skills sharp and make you a better pilot."

New Airplanes!

- We've added an Extra 300S to the stable of planes available – the same version that Michael Goulian flies. To use this model, all you need to do is plug the joy stick into the back of the USB hub (just follow all the other USB connections) or to the main PC, it doesn't matter. The speed indicator is in km/hr (what?) so I tend to ignore it and just fly by feel – it works great! You may have to push Dave Babineau out of way as he tries to get is aerobatic 'fix'. I see Jim Bisson eying the 300S with a bit of envy, so he may take the plunge as well. Just remember to turn off the parking break ("b" on the keyboard) before you throttle up. Otherwise.... ☹.
- We've also added a C182 with G1000 panel. Enjoy!



What scenario would you like to see? Send me a note and someone on the Sim committee will make sure it gets posted.

Keep calm and fly on...

Mark



Selling 1/5 share asking \$7,500 - Cessna Cardinal 177B (1977) Aircraft has about 6,950 hours Total Time. Flight plan at 120 knots & 9.5 gph. Wide cabin, big doors, great visibility. This is an excellent opportunity to buy into a well equipped and fun to fly IFR certified airplane. Well maintained / Heated hangar at KFIT. ADS-B in/out (Lynx 9000). Pictures and additional info upon request. Avionics.. -Garmin GNS-430W, TKM-MX300 Navcom, -Garmin 396 in panel dock, STEC 20 autopilot, JPI 730 engine monitor, King KMA-24 audio panel.

Contact: Brian Gaudet
bgflyer@icloud.com
H: 508-754-5664
C: 508-479-2807

Sponsor Page



FPA Store

Buy your FPA Merchandise
here!



FAA Safety Wings Programs

This Wings site that has had an
overhaul. Looks and flies easy.
Try it!



GA Serves America

Go here to learn more about
AOPA's GA Serves America.



FCA Flight Center

Flight Training 7days a week.
BFR's, IFR, Wings, Online
Scheduling



Our parent organization.



BABINEAU Insurance Agency

An experienced team who can
analyze the various options
open to you



Aircraft Spruce & Specialty Company
Everything for Planes and Pilots

