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### Key Organization Links

- [www.fitchburgpilots.org](http://www.fitchburgpilots.org)
- [www.meetup.com/fitchburgpilots](http://www.meetup.com/fitchburgpilots)
- [www.facebook.com/fitchburgpilots/](http://www.facebook.com/fitchburgpilots/)
- [www.fitchburgairport.com](http://www.fitchburgairport.com)
- [www.eaa.org](http://www.eaa.org)
- [www.aopa.org](http://www.aopa.org)

### Key Weather Links

- [www.windy.com](http://www.windy.com)
- [www.aviationweather.gov](http://www.aviationweather.gov)
- [www.usairnet.com](http://www.usairnet.com)

### Key Reference Links

- [www.ftplan.com](http://www.ftplan.com)
- [www.airnav.com](http://www.airnav.com)
- [www.flightaware.com](http://www.flightaware.com)
- [www.skyvector.com](http://www.skyvector.com)

## President's Corner



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

COVID is still a nasty presence in the world, and we need to do our best not to be a reason for someone's illness. Most of you, maybe all of you, have been fully vaccinated; which is partly why we went ahead with in-person meetings for the warmer weather. You may have noticed that the big hangar door was always open as well as side doors to encourage a frequent exchange of air. It is getting colder now, and October will be our last "open door" meeting. We will have to decide if we go back to Zoom meetings or move to required masks or some other hybrid. We need to decide as a community. At our next Board of Director's meeting, we will discuss this and provide a recommendation. But the ultimate decision will be made by all of us at this month's meeting.

This month we have NTSB Investigator, Jill Demko, discussing several accident investigations which she has been involved. We review these accidents in the hope of learning how to avoid them ourselves. Jill has selected several good examples for us. She will join our meeting via Zoom. If you are comfortable joining us for dinner at 6 and attending in person, welcome. If you cannot make it in person or prefer to remain socially distanced, we support that as well and welcome you to join Zoom at 7 p.m. Look for the meeting announcement on our Meetup site for the Zoom link for the meeting.

On another note, regrettably, we will not be holding our annual Santa Fest due to the unclear future of group gatherings especially in closed buildings this winter.

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
<b>Committee Chair and Chairmen</b>	<b>Names</b>	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		

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.



## 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.



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## \*\* FOR SALE \*\*

Jim Ellis has a brand new, in box, Lightspeed Zulu 3 headset that he'd like to sell. He is asking \$795. He can be reached at:

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 C: (978) 501-6775



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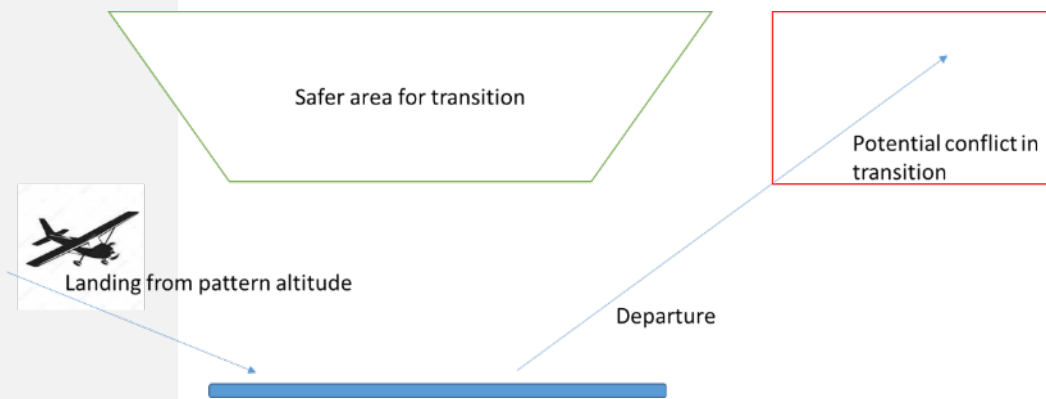
# Flight Proficiency – Middle of the V

By: Mark Estabrook

I suppose airmanship is many things. In this article I want to focus on one particular element, and that is flying in and around airport environments. Private pilots are taught during my training that when approaching an airport to land from the opposite side of the pattern, fly over the middle of the active runway, then make a 270 degrees right descending turn into the 45 for the left downwind as an example. Truth be told I love these VFR approaches! There is just something satisfying about the setup, timing and execution of such an approach that places you right on the 45 degree line for the left downwind AND at pattern altitude. If you haven't done one in a while give it a try just for fun.

Landing and departing traffic will create a "V" traffic pattern in the vertical plane, with the lowest traffic altitude being at the bottom of the V, which is approximately mid field making the point with least chance of traffic conflict when transitioning over an airport. If there isn't much traffic around I also like a mid-field left downwind approach – but that's another story and potential debate, or at a least spirited discussion. This article is not about this particular approach – it's just a nice segue. Read on!

Now what do when flying near and over an airport? Well, of course avoid conflicts by staying well above pattern altitude – duh! I've always taken it one step further and consistently applied the lessons I'd learned about landing at an airport to flying over them. I alter my course to fly over the middle of the airport because I think it's the safest and the most courteous thing to do. If I'm flying at 10,500 feet I don't worry about it of course, but flying around KFIT I'm often much lower. As an aside if there are parachute jumpers at the airport I'll avoid going anywhere near the airport for obvious reasons.



On a recent flight, I was just boring holes in the sky, enjoying a brief respite from the recent 95°F days of heat and having a very enjoyable flight by myself. With nowhere to go but with avgas to burn I headed towards Mt. Monadnock direct from KFIT because – well, why not? It's big, and hard to miss, not much of a VFR navigation challenge. After wagging my wings to some dedicated hikers I headed out to the Connecticut river. My usual is to head west to the river, follow it south for a bit and then home.

After flying around Monadnock I turned west and began a climb to 4,500 feet from 3,500 MSL. Just to do something different I decided to stay north of KEEN and get a nice view of the airport and the traffic landing and departing. I was fully aware that I was deviating from my normal practice but I wasn't concerned given my altitude. I figured at 3,500 feet and climbing there was no way one of the planes at KEEN was going to come up towards me fast enough to create any sort of conflict, so why not? So I did...

As I passed north of KEEN I was enjoying the view of the airport and traffic departing and landing. One aircraft caught my eye. This plane really hustled off the runway and seemed to be moving pretty fast towards me, but then turned west (left) but still moving pretty fast which confused me. Duh- it was a small jet. The jet then turned north well west of me, and when well north of my position turned back east then north again on course. Which would have been a straight out departure had I not been in the way. So my poor airmanship was self-noted, and also probably noted by the jet pilot(s). I was a big chagrined but took solace in the fact ADSB doesn't identify the pilot, just the plane so I could always blame my partner! But lesson learned, consistent airmanship matters and next time I'm in the airport environment I'm heading to the Middle Of The V – unless someone calls out "Jumpers Away!".

Mark



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# Young Eagles Day

Letter from Patrick Daykin – Esteemed YE Coordinator,

I wanted to start by saying Thank You to all of the tremendous people that helped make this past Saturday a huge success for our Young Eagles. Over the course of Saturday morning, with a stunning clear blue sky, we provided a new sense of adventure for 17 first time Young Eagles. Just as exciting was the fact that we had 6 repeats with some on their 4th flight! The smiles on their faces were enormous and the appreciation from their families was overwhelming. The following feedback came directly from one of the attendee's -



*"I want to Thank everyone who was involved in making my Granddaughter ADRIANNA so happy. Although she is very shy quiet and a little bit reserved as soon as we got in the car, she was so excited to be able to join young eagles and can't wait for her next time to fly. This is such an awesome program and I want to let you all know that the staff at the airport and everybody that I have emailed and spoken to are awesome. Again, thank you so much."*

The representation from FPA was outstanding as usual. We had 7 pilots who each flew 4 to 5 times that morning. (Jeff, Sue, Gary/Ella, Peter, Andy, Dave, Brendon) and a dozen folks on the ground greeting our guests, (Chris/Mack), providing static ground schools (Dave/Mark), running the sims (Daniel), caring for registration/dispatch (Brian, Shana, Katie), acting as escorts (Brian, Bill, Paul) and helping monitor ground activities (Brian). It was a tremendously successful day and it was because of all the great help from our FPA members and friends.

On another note, the new on-line registration system proved to be incredibly useful in streamlining our check-in process and helping decrease administrative steps through dispatch and certificate printing. We have even gleaned a few more ideas through discussion following the event.

The Young Eagles program is an incredibly rewarding program for our local youth and I feel fortunate to be part of an organization that embraces that opportunity. Thanks again everyone for all of your help and I am greatly looking forward to getting this program running full steam again next year!



Patrick

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