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- Next FPA Meeting is:  
**3/9/21 – Via Zoom at 7PM**

### 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.fltplan.com](http://www.fltplan.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

*Let’s go fly and have some fun!*

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



I was reading AOPA magazine for March. There was an article by Jared Allen in there on Abnormal Findings. Basically, if something doesn’t go as planned, ATC is required to file a “Mandatory Occurrence Report.” An MOR. Apparently, we as pilots seldom know an MOR has been filed. Since MORs are filed for many reasons like unexpected altitude, loss of separation, aborted takeoff, or in-flight hazards and much more, you never know when you are the cause of an MOR.

I started to think about the MORs I may have created and never knew it. For example, I was flying my favorite 1966 Piper Cherokee on a lunch run with my wife and my 96 year old mother. I was on radar advisories talking with ATC and they knew my destination.

Prior to reaching Manchester I smelled Avgas in the cockpit. I soon realized that my left pant leg was wet and could see a liquid dripping from the fuel primer onto my pants - probably Avgas. I opened the floor vents and the little window on my side used to pay tolls on the Mass Pike. I then called ATC and told them I was cancelling the trip and returning to Fitchburg.

Interestingly they queried me as to why. I said I had a small fuel leak in the cockpit and wanted to return to home base. Well! “Do you wish to declare an emergency?” I replied negative saying that I had put the smoking lamp out. ATC didn’t find that funny.

Repeat “Do you wish to declare an emergency? We can have rescue and fire apparatus waiting for you at the airport.” “No, thank you.”

“How many souls onboard?” Now that got my attention. “Three at last count.” Still no chuckles from ATC. ATC communicated with me all the way to touchdown. I thanked them and told them I was headed for my mechanic. Let me guess - MOR. The MOR probably included something about a wisecracking pilot as well.

The interesting part of this article is that an MOR can result in action against the pilot if there was a pilot deviation or other safety concern. That got my attention as well. I felt that the situation was not an emergency since we had plenty of ventilation and the leak was minor. Someone else could come to a different conclusion than I did.

Have you been the source of an MOR and not known it?

Fly safe, Fly often (and stay healthy)

*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		

## !! 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](http://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.

## 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 you shop at Amazon, shop at [smile.amazon.com](http://smile.amazon.com) and help support FPA!**

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## Free Stuff

### Computer and Stand

- Microsoft Office Suite / Web Browser / Microsoft Flight Sim 98 / Joystick
- If interested - contact one of the FPA Officers for pick up at the hangar



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## ➤ Safety Corner

by Dave Dion - FPA Safety Committee Chair  
How To Make A Safe Emergency Landing

(from Boldmethod - June 2019 Article)

When you practice simulated engine failures, how do you pick a landing spot? Here's what you should know about off-field landings.

### Dissipating Energy

According to Chapter 17 of the FAA's Airplane Flying Handbook, survivability during emergency landings has a whole lot to do with how you dissipate energy. Most airplanes require substantial speed for landing, typically much faster than you'd drive down the highway. Keeping your aircraft structure intact with slow deceleration and no forcible contact between the passengers and interior of the airplane is the ultimate goal. Fortunately, there's a lot you can do as a pilot to make a safe emergency landing.

### Slow Your Ground Speed Down

The severity of deceleration is governed by ground speed. Doubling your groundspeed means quadrupling the destructive energy of an impact. Whether it's from the wind or pilot technique, small changes in ground speed at touchdown greatly affects the outcome of the "controlled crash".

### 9G Deceleration Stopping Distance



[boldmethod](#) ➤

Most light airplanes are designed to provide protection during crash landings up to 9Gs in a forward direction. That's nine times the acceleration of gravity. Assuming a uniform 9G deceleration at 50 mph, the required stopping distance is about 9.4 feet. At 100 mph, the stopping distance is about 37.6 feet.

When it comes to emergency landings, that's really good news, because you don't need a lot of space to make a survivable landing.

During your landing, the slower you can get (safely) before touchdown, the better. If you're able, fully configure your airplane for landing during emergency landings to slow to the lowest possible airspeed.

## Picking A Good Landing Surface

During a rough impact, the airplane's structure will absorb some of the impact, helping deceleration. But other surfaces can help too. Vegetation, water, trees, and even manmade structures can help decelerate your airplane. According to the FAA, "cultivated fields with dense crops, such as mature corn and grain, are almost as effective in bringing an airplane to a stop with repairable damage as an emergency arresting device on a runway."

Brush and even small trees can provide a cushioning, decelerating effect without totally destroying the airplane. Of course, try to avoid large trees if you can. Hitting a 75-foot tall oak tree isn't nearly as forgiving as landing in 5-foot tall brush.



## How A Small Field Might Be A Safer Option

During an emergency landing, you might have the tendency to look for the largest, flattest surface to land on, and that can be tough to identify from the air. In reality, very little stopping distance is required for a safe landing if the speed can be dissipated uniformly.

The most ideal situation is to decelerate evenly over your landing distance. The same concept is used for aircraft carrier landings: the arresting gear provides a constant stopping force from the moment of hookup.

If you see a field covered with a tall crop, like corn, it might be a better option than landing on a large one that's recently been plowed.

## Even Deceleration Is The Key

If you have to make an off-field landing, slowing your plane down as evenly as possible throughout the landing is the key. If you're left with less-than-ideal landing options, pick a landing spot that has low, soft vegetation. Land into the wind, and slow your plane down as much as you safely can before touchdown. Combine those techniques, and you'll set yourself up for a landing you can walk away from.

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# 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)

Meetings are being held via Zoom so please see the invite in Meetup for log in details.

When: **IMC Club (March 18) – Zoom at 7PM VMC Club (March 24) – Zoom at 7PM**

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## Not So Free Stuff

The Fitchburg Pilot’s Association has received several items as donations so that we may sell them to augment our operating budget. Please consider making a purchase. You get to enjoy your purchase and aide the FPA at the same time. . If you wish to see the TV contact Glen Reinhardt @ gbrflies@gmail.com

### **FOR SALE**

#### **Sharp Aquos 70” LED TV model # LC-70LE732U**

A review of this product can be found at <https://hometheaterreview.com/sharp-lc-70le732u-70-inch-led-hdtv-reviewed/>

This TV was donated by a training company and spent the majority of its time in a box.

In terms of connection options, the LC-70 features four HDMI inputs, one component input, a composite video input with matching RCA style audio input, a single RS-232 input, a 15-pin D-sub PC input, USB input and an Ethernet port. The LC-70 can connect to the Internet via its Ethernet port or via your home's wireless network.

This is not a new model year TV but was a top of the line unit several years ago. It listed in the \$3,200 range but can be found used for 1/3rd of that.

Asking price is \$600

#### **Sharp Aquos 50” TV model # LC-50LE650U**

A review of this product can be found at <https://www.cnet.com/products/sharp-lc-50le650u-aquos-6-series-50-class-49-5-viewable-led-tv-full-hd/>

Big, bold and brainy - the Sharp LC-50LE650U is an LED Smart TV that delivers legendary Aquos picture quality and unlimited content choices, seamless control and instant connectivity through SmartCentral. The Aquos 1080p LED Display dazzles with advanced pixel structure for the most breathtaking HD images, a 4 million: 1 dynamic contrast ratio and a 120Hz refresh rate for precision clarity during fast-motion scenes. A Smart TV with Dual-Core processor and built in Wi-Fi, the LC-50LE650U lets you quickly access apps streaming movies, music, games and websites.

Again, this is not a current year model but did sell for just over \$1,000. Asking price for the FPA is \$400.

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