



Fitchburg Pilots Association EAA Chapter 1454 Newsletter

May 2020

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Tomorrow 5/12/20 – Via Zoom

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.pilotgeek.com
- www.skyvector.com
- www.aopa.org/aopalive/

President's Corner



Let's go fly and have some fun!

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

Sequestering at home has allowed me to work on some projects and to do some reading. I'm currently reading *Digital Apollo* by David Mindell. This book looks at the computer/man interface and automation in the cockpit of early aircraft and space vehicles. I had never thought about instability in an aircraft as a desirable. But for those of you who fly the early tail draggers, I suppose you know how unstable some of the early airplanes were. Early in aviation, the ability to fly upright was the skill of the pilot, and early pilots cherished that. Build a stable aircraft, and anyone could fly. Today, aerobatic airplanes are still unstable as well as many military airplanes. It is the only way these planes can do the maneuvers that they do. With the aerobatic airplane it is the pilot's skill that keeps the plane flying, no matter which end of the plane is pointing forward. With many military planes it is a combination of pilot skill and computer assistance.

During the Apollo program, as well as most of the space program, there was always the conflict between automation and human control. Pilots wanted to fly, and engineers wanted to write code. The result was a combination. Apollo 11 was an example where, at 35,000' above the lunar surface, the Lunar Module computer became over worked and spit out an alarm. It continued to fly the LM until, at 2,000', it appeared the computer was going to set the LM down on the side of a crater. At that point Neil Armstrong took over from the computer and hand flew the LM to a safer landing point.

Fortunately, today most of us fly stable airplanes and some of us have "George", day our autopilot. I flew as safety pilot for Jeff S. last week as he did instrument approaches using his new autopilot in his Piper Warrior. The autopilot, coupled with a GPS, performed wonderfully, calculating a teardrop entry into a holding pattern and then flying the racetrack perfectly. The automation in that Warrior allowed Jeff time to talk with ATC, review his approach plates, and review the missed. What a wonderful tool. But what impressed me was Jeff's constant checking to make sure George was doing what George should. Automation does not mean surrendering control. I was pleased to see Jeff was enjoying his new "toy" but not surrendering his control.

Fly often, Fly safe. - Glen Reinhardt - President Fitchburg Pilots Association

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		
Treasurer	Gary Daugherty	Food	Glen Reinhardt
Secretary	Chris Lund		Dave Dion
			Dave Babineau
			Chris Lund
			Gary Daugherty
			Dick Maki
		Scholarship	Dick Maki
			Jim Bisson
			Mark Estabrook
		Safety	Dave Dion
			Gary Daugherty
			Dick Maki
		Airport Commission Rep	Richard Gersh

!! OVER 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. Our biggest fund raising activity, the V8 car show looks to be cancelled this year so we will be looking for other sources of revenue for 2020. 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

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.

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

Complacency

By Glen Reinhardt

We do a lot of breakfast/lunch/dinner flights to familiar airports in our local area. A few of you routinely fly longer legs to remote destinations, some even to other countries. I was mostly a \$100 hamburger pilot, seeking a costly meal in the company of family and friends.

But soon I became one of the lucky pilots whose wife decided she liked flying places with her husband. My flying mission was changing from local airport restaurants to actual distant destinations. I wanted to be able to carry 4 non-dieting adults, go reasonably fast on not-so-much fuel, and fly long legs without having to stop for 100 LL. This eventually led to the purchase of a Piper Dakota. Full fuel useful load in excess of 900 lbs, 135 knot cruise on 12 gph, and 70 gallons of gas for a 5+ hours, with VFR reserve, flight time.

Life was good until one day my Dakota co-owner decided to move to Palm Springs, CA. We decided to share the plane – cross country; winter in Palm Springs, summer in New England. I live and fly from 348' elevation. 3,000' - 5,000' is my cruising altitude. Nearby mountains top out at 3,000'. Now we need to cross the USA and bring the plane home for the summer.

This will be flying like I've never done. Totally new airports every day. My first stop was at Show Low Arizona. Field elevation 6,415' with a principal runway length of 7,200'. We stop for fuel and a snack from the vending machine. It is March and cold with blowing snow. I check weather (still VFR all the way with light snow) and then preflight. I do my run up and announce departing runway 07. It seems like we are using a lot of runway. Then I remember my mixture. I'm set for sea level. Just as I think this, the plane lifts off and I realize I just learned a lesson. I had gotten complacent. We all study density altitude and high-altitude airports during flight training but I had never adjusted my mixture for best power before.

We all make mistakes. Hopefully we overcome them safely and learn from them. On a shorter runway, I could have been in real trouble. Two things I took away from this: pay attention to density altitude and account for it; and estimate a conservative take off abort point. I did neither of those, and got away with it - this time.



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 (5/21) – Zoom**

VMC Club (5/28) – Zoom



Selling 1/3 share asking \$20,000 – Piper Warrior II (1981) Airframe ~7,100 hours total time, ~1300 hours engine time. New TruTrak autopilot, New AV-20-S MFD
This is an excellent opportunity to buy into a well-equipped and fun to fly IFR certified airplane. Hangared at KFIT. Pictures and additional info upon request. ADS-B OUT/IN (GTX 335/Stratux). Avionics: Garmin GNS-430W, Garmin 496 panel dock, Garmin SL30 NAV/COM, Newly installed TruTrak AeroCruze 100 autopilot and AV-20-S MFD. JPI EDM 700-4C engine monitor, PMA6000B Audio Panel.

Contact: Jeff Scorse, jascorse@gmail.com, Cell: 978-518-9212

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