

# Fitchburg Pilots Association

## EAA Chapter 1454

### Newsletter



January 2018

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Tuesday Jan 9th at 7:00PM (6:00PM food)

#### 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)  
[www.faa.gov/licenses\\_certificates/aircraft\\_certification/aircraft\\_registry/reregistration/](http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration/)  
[www.massdot.state.ma.us/Aeronautics](http://www.massdot.state.ma.us/Aeronautics)

#### Key Weather Links

[www.windytv.com](http://www.windytv.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.pilotgeek.com](http://www.pilotgeek.com)  
[www.skyvector.com](http://www.skyvector.com)  
[www.aopa.org/aopalive/](http://www.aopa.org/aopalive/)

#### President's Corner



*Let's go fly and have some fun!*

Mark Estabrook - N79818  
President, Fitchburg Pilots Association EAA Chapter 1454  
President FPA /EAA 1454    [mestabr@gmail.com](mailto:mestabr@gmail.com)

**"Baby its cold outside"...**

Our resident snow-bird Dave Dion has left us for the winter, retreating to the warmth and fun of Fort Lauderdale. I love winter flying but the recent weather is a bit much! ☺ I'm jealous of Dave! I talked to one of our members who did not fly over the holiday because the runways and taxi-ways were covered in snow and ice. Several years ago, I flew with one of our members Scott Winick and his daughter to an airport in CT to see Red Tails as part of an FPA Fly-Out. The field was towered. Being in the Mooney I was the first to arrive (yeah, I'm rubbing it in!). When I checked in with tower she discussed runway conditions, which were reported as 'braking nil'; but did not provide me with a "cleared to land". I asked if we were cleared to land. She said I cannot "clear you land", but I can't stop you from landing. Huh? She clarified that with 'nil braking' described by the last pilot to land, she's not authorized to clear anyone who follows to land. But if I chose to land on my own that was fine, and could I let her know runway conditions when I did. Hmmm.. Guinee Pig? Yup. Fortunately, Scott had some experience in these kinds of conditions and felt comfortable that we'd be ok (lots of runway, minimal wind). Prior to this I'd never landed with snow/ice runway conditions. We and everyone landed fine. I like this story because it reminds me of how much having experienced flyers as passengers helps us to grow as pilots – something the FPA as an organization helps to facilitate. Another great benefit of FPA membership!

Traveling often affords us an opportunity for new flying experiences. A couple of years ago I was in New Zealand for business and took an afternoon to rent a C172 and instructor for some local flying. I look back fondly on the experience still. This past Christmas Holiday I was in Palms Springs with my family. I would have loved to rent an aircraft again, but I was with my family and didn't want to be abandon them for the ½ day it would take. BUT... I did discover Palm Springs Air Museum – rated one of the top 14 museums in the world! I brought my two boys while the women shopped. What a great museum with all range of aircraft from WWII to near present



day. Also, a lot of memorabilia, and related equipment. They do restorations and are currently working on a B-17 – and she's looking awesome. And they give warbird rides. The Saturday I went they were giving rides in a C-47 and P-51 – no I didn't ride. I wasn't up for spending the money – about \$1,200 for 20min in the P-51. For me this was a nice airplane fix between the 2017 and 2018 EAA Air Ventures! Here's a C-47 doing a high speed pass in front of the museum as KPSP. Not a bad view!



There are a few technical types in our group. For them I wanted to pass along this note on GPS based holds and x-wind or drift correction. This ought to get the brain gears turning on a cold winters eve. ->

<http://www.avionicswest.com/Tips/Tip24.html> . Jack Hall, I'm sure you'll have some thoughts on this!

At our January meeting I hope to have some group discussion about priorities for 2018. We'll at least do a little bit of everything, but do we want to focus on meetings with interesting guests, wings programs, CFI(I) presentations, members showing off their aircraft, other? Do we want to focus on events either external (public invited) or internal? Or do we want to focus on fly outs, if so what kind, and/or fly ins (invite other chapters to visit us)? As I've often said it's YOUR pilot association and Chapter. The Chapter leadership needs to support YOU. Come with ideas and thoughts. If you are not comfortable speaking publicly you are welcome to email me directly with our thoughts and I'll do my best to represent your views. You are welcome to present ideas at this meeting without having to volunteer your time, so don't be afraid of that.

Come to the meeting dressed warmly. We'll have the heat turned up of course, but the floor is cold (~40oF).

Fly safe, have fun...

Fly safe, have fun...

Mark

President FPA /EAA 1454

# FPA / EAA 1454 Officers, Committee Members, and Key Contributors

Officers	Names	Committee Chair and Members	Names
President	Mark Estabrook	Aviation Center Manager	Dave Dion
Vice President	Glen Reinhardt		
Treasurer	Gary Daugherty	Fund Raising	Chris Lund
Secretary	Dave Babineau	Fly Out	Brian Gaudet
Key Contributors	Names		
Program/Wings Coordinator	Jim Bisson	Food	Glen Reinhardt
Young Eagles Coordinator	Steve Bortle		Dave Dion
Membership Coordinator	Mark Estabrook		Bob Scales
Newsletter Editor	Jeff Scorse		Gary Daugherty
Merchandise Representative	Steve & Patty Bortle		Dick Maki
Hanger Manager	Dave Dion		Dick Gersh
Aero Fair Coordinator	Dave Dion	Scholarship	Jim Bisson
Santa Visit Coordinator	Patrick Daykin		Dick Maki
Past President, Organizer	Steve Bortle		Mark Estabrook
			Ed Murphy
		Safety	Dave Dion
			Gary Daugherty
			Dick Maki

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

## New Members!

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

New Members for December:

**Bill Dino:** Bill is co-owner on a Piper Warrior (N8365Z) with Jeff Scorse, based here at KFIT as well as a Beech Baron at KASH. Bill is rated for SEL, MEL, Instrument, and commercial.

**Eugene Novacek:** Eugene owns an SR-20 here at KFIT.

**Jim Powell:** Jim is back with the FPA and has been extremely helpful with our IMC Club. Jim is the co-owner of the FCA Flight Center and is a CFII and MEI.

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# Dues are Due!

2018 Dues are the same as last year:

**\$50 required (non-tax deductible) and \$40 requested (tax deductible)**

*As a reminder, the reason for the split is that we agreed not to rent to a 5<sup>th</sup> aircraft giving us great dedicated club space for all our activities. I think the space has worked out really well for us. Even with the extra gliders in there right now. The lost rent is equal to \$3,900. So we raised dues, but decided to split the raise so that some of the increase would be tax deductible. So when you pay your dues please consider giving the additional \$40. You can pay it all at once and we'll split it out on the books.*

You can pay by as follows:

**Check: Bring the meeting, drop off at the airport in our mail box, or mail to:** *Fitchburg Pilots Association*

*563 Crawford Road  
Fitchburg, MA 01420*

**On Line:**

[www.fitchburgpilots.org](http://www.fitchburgpilots.org). Go to the "Donation/Payment" tab (upper right corner)

Select Either...

- Dues (PayPal) -or-
- Hangar Donation (PayPal or Debit/Credit Card)

*For some reason the Debit/Credit option is not under "dues". But if the amount is \$50 or \$90 we'll know it's for dues.*

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## Hangar Fund Raising

A note from Chris Lund our interim treasurer turned fund raising coordinator:

I had the pleasure of serving as treasurer of FPA for the first 10 months of this year after Louise had to give up those responsibilities. (Yes, it was a pleasure...after I learned how to use Quickbooks....) That experience gave me insight into FPA, its members and leadership. What stands out to me is what FPA has accomplished in the past few years. We have more than 80 paid members. And we were able to obtain financing to build a 6-place hangar which has become our home. Last year, we've run water and sewer to the hangar in addition to buttoning up some of the punch list items to finish the construction. And it's all been done by volunteers. I think that's something to be proud of.

Now that I've turned over the treasurer's duties to Gary D., they've asked me to take on the responsibility of fund raising. Hence this note....

The rent we get from the 4 planes in the hangar covers our mortgage payment, rent to the airport and some of the taxes. To cover the rest of our expenses, we agreed to raise membership dues to \$50 with the understanding that membership dues alone won't cover all our expenses. Most members contribute an additional \$40 per year, as a tax-deductible contribution, to help cover those expenses.

But, to get the water and sewer to the hangar (thanks again, Bob Scales!), we had to take money from our reserve account. Now we need to pay ourselves back. Then our goal is to hook up water and sewer so that we have an operational sink in the hangar. Our goal is \$10,000 to meet accomplish these tasks. We are approaching the 50% point on the way to that goal – *let's please keep the momentum going!*

So, as we begin a new year, please consider making a, tax deductible contribution to FPA so we can finish these projects. We are starting the year on solid financial footing, but we don't have enough to reimburse our reserve account and install the sink. If you have an employer that will make a matching contribution, we encourage you to take advantage of that. Contributions can be made through PayPal or by check payable to Fitchburg Pilots' Association.

Have a great holiday season and fly safe!  
Chris Lund



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# Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

## January Topic – 7 Little Safety Habits to Consider

From Sporty's Training by John Zimmerman

**1. Set the altimeter to field elevation as soon as you get in the airplane.** This may not be exactly correct, and you'll want to fine tune the setting before takeoff (via ATIS or AWOS), but getting the altimeter in the ballpark is a good hedge against making a 1,000-foot error. This can happen if the barometric pressure has changed dramatically since your last flight. I once set the altimeter for -500 feet, thinking it was actually at 500 feet (the correct altitude). This habit gives you two chances to catch any errors, and takes just a few seconds.



Set it to field elevation right away to make sure you're not off by 1000 feet.

**2. Set the heading bug on the runway you are using for takeoff.** Many airplanes have a heading bug these days, which is used to control the autopilot. But that bug can be used as a valuable reminder, even if you aren't using automation. Especially at an airport with multiple runways, I always set the bug on the runway heading that I'll be using. It's a quick reminder during taxi, and a valuable last minute check before you take off. In larger airplanes, it could even prevent a fatal mistake, like the [CRJ crash in Lexington, Kentucky](#), some years ago.

**3. Don't reconfigure on the runway.** As you gain confidence in the airplane, it's tempting to multi-task. Sometimes that's OK, but resist the urge to do it after landing, while you're still on the runway. Leave the flaps where they are, don't touch the trim, and don't worry about the lights. They can all wait, and if your attention is in the cockpit, you might miss a serious traffic conflict or even taxi the airplane into the grass. Keep the cockpit sterile until you're over the hold-short line. Obviously an exception can be made for touch and goes, but I'd only do this with an instructor in the right seat (never solo).

**4. Verify the flap handle in retractable gear airplanes.** Somewhat related to the previous habit, in retractable airplanes it's easy to mix up the flap and gear handles, particularly if you're in a hurry. Sure, there are systems to prevent the retraction of the gear when you're on the ground, but those can fail. Take two extra seconds when you grab the flap handle to retract them after landing, and say (out loud), "I have the flap handle." It may seem silly at first, but it can prevent a very expensive mistake.



Don't grab that flap handle without first making sure it's the right one.

**5. Use a quick flow check at key moments.** Every pilot and every airplane will have a different flow check, but a good one includes essential items like: power setting, trim, flaps/gear, engine instruments, and altitude. This can take just a moment, but I like to do it shortly after takeoff, at the top of climb, before starting descent and just before landing. It's not a replacement for a printed checklist, but a good backup to make sure the critical checklist steps have been completed.

**6. Leave the landing light out until cleared for takeoff.** At towered airports, you'll sometimes be cleared to "line up and wait," meaning you'll take the runway but hold your position until you get additional clearance from the tower. To avoid confusion, I always leave the landing light off until I have received clearance to take off. That gives me a quick check if I'm ever uncertain of my status. And yes, you should always turn on the landing light for takeoff, even during the daytime. It's helpful for collision avoidance.

**7. Call out "1000 to go" in climbs and descents.** The pros always say this, and most newer autopilots also do it too. When you're within 1000 feet of your level-off altitude, say "1000 to go" and maybe even hold up one finger. It's a good way to prevent an altitude bust (a big deal in the world of IFR flying), but it's also a helpful reminder that you should be focusing on flying the airplane, not talking to passengers or programming the avionics.

Please find the next page full page flyer for our 2018 Aviation Scholarship



# Aviation Scholarship



## Win an Aviation Scholarship Worth \$1,000 !

*Are you pursuing a career in an aviation-related field like commercial pilot, meteorology, aircraft maintenance, flight controller, or dispatcher? Then you may qualify for a \$1,000 scholarship awarded annually by the Fitchburg Pilots Association to students in the New England area.*

For further information and an application go to [www.fitchburgpilots.org](http://www.fitchburgpilots.org)

Submit your application to: Scholarship Committee, Fitchburg Pilots Association, 563 Crawford Street, Fitchburg, MA 01420 by April 4, 2018.

The scholarship will be awarded in May, 2018.

Fitchburg Pilots Association/  
EAA Chapter 1454

Questions? Please contact Dick Maki at  
[rmaki@comcast.net](mailto:rmaki@comcast.net)

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## Flight Log

By Jeff Scorse

Despite the crazy cold weather, the flying must go on! Over the holidays I have been blessed to fly with two newly minted, and recently engaged CFIs. My daughter, Shelby, (previous twice FPA Aviation Scholarship winner) has achieved CFI level. Her, now, fiancée Ben Lillie has accomplished this same feat.. and I have been honored over the vacation to fly with both of them. We've figured out an *acceptable* winter start up routine that includes a newly installed WiFi switch to enable remote turn on of our Tanis heater, as well as a small space heater to preheat the human space during the preflight efforts. Climbing into the toasty cockpit is a real treat when it's in the single digits outside! The routine now includes the donning of MicroSpikes (see right) to allow for necessary traction on the glaze ice ramp. Just be sure to take them off prior to stepping up on the wing walk. It still requires two persons to move the plane, so be prepared if you're planning a solo flight out there.



Shelby and I just flew around for fun as she exclaimed the joy of simply flying for the sake of flying. Something she does not get the opportunity to do very often at school. No test with a DPE, or training - just *plane* flying around. We flew into the evening to watch the sunset together – hence the headlight on my head. I just love her smile here.

On New Year's Day evening, Ben and I went up to update my night currency. It was a full moon evening with snow on the ground, so visibilities were perfect. Although I could do this alone, having a CFI along minimizes risk and doubles the fun. As we headed up to Keene for their bright LED lit runway, I noticed some strong head winds at 3600' were slowing our progress. After several fun night-time landings, we zipped over Mt. Monadnock to see if we could find any New Year's Day night hikers via their headlights. No luck. However, after turning fully south east and beginning our decent from 4500' we set a new ground speed record (for me) in the Warrior of 165 knots!



Yesterday Ben and I hit the skies one more time, for me to practice short field landings in preparation for a trip to Alton Bay. I haven't been up there in many years, and last year wasn't a very good year for the ice. This year, I expect should be a good one as long as the pending *warm snap* doesn't last too long. The weather was spectacular. No wind, no clouds with near infinite visibilities. At only 4500' we could see Mt. Snow, Mt. Washington, and Boston all at the same time. I took another pass over Mt. Monadnock, but once again, found no hikers on scene.

I know it's been cold out there, and finding the clear days can be challenging. I want to encourage all of you to *just do it*, and get out to fly. Winter flying has its own challenges, but the smooth, cool air provides wonderful performance and there are no bugs to clean after the flight.

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