



# Fitchburg Pilots Association EAA Chapter 1454

# Newsletter

Aug 2021

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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

Oshkosh, or more properly AirVenture, need I say more. Some dream of attending the world's premier aviation event. Others extend the dream to actually landing "on the dot." I've been fortunate to attempt to land on my assigned "dot." There is a video of that attempt, and it is not so pretty.

Flying to Whitman Field in Oshkosh is an adventure. You get to land at interesting locations, some you hadn't planned on for a landing. This year weather pushed us to the southern route, staying in the US instead of crossing Canadian airspace. Weather also had us landing short of our destination and putting our wheels down in Findlay, Ohio. Who knew that we would land where Westinghouse has the world's largest dishwasher assembly plant? Amazing.

The next day we stopped mid-day in De Kalb, Illinois. What a friendly airport with free hot dogs and water and chips for pilots flying to Oshkosh. Did you know that barbed wire was invented by Joseph Glidden in 1873 right here in De Kalb? The airport had purple licorice in the shape of barbed wire. I took two baggies.

Something new for me at AirVenture, I volunteered as support crew for the Ford Tri-Motor rides. This was a great experience. Some of my fellow volunteers have been doing this for 15-20 years. I enjoyed meeting the fellow helpers but even more was the "Thank You" from the passengers as they exited the plane. So many expressed the uniqueness of the experience of flying in a passenger airliner from 1929. I will probably volunteer again next year.



At this month's meeting we will have Peter Kettle, Airport Manager, give us an update on the airport as well as new drone regulations. Then Sue Benua will present on what it takes to become an autogyro pilot and what it is like to fly one. Sue will have her autogyro in the hangar for us to see.

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		

## !! 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!**

# Flight Log – A First Timers Guide to Landing at OSH

By Dave Babineau

One of the reasons to have an airplane is to use it, and what better use than to fly to Oshkosh? I had been to OSH via GA in 2016, but no parking and lousy weather caused Fernando Serra and I to land at Dodge County (KUNU) & drive to OSH.

This year, in the company of Chris (Iron Butt) Lund (ask about his flight to Montana) and Glen Reinhardt, N9274J made it to OSH on Sunday, July 25<sup>th</sup>! Comments were made about 3 FPA officers on this flight, but we survived, so you continue to be stuck with us!

The big considerations for such a flight are enroute weather challenges, and the VFR arrival NOTAM. We faced our share of weather issues, mostly with visibility and ceilings, along with some very light precipitation. Foreflight, ADS-B and ATC were all helpful in allowing us to make some slight changes to stay in the best available VFR conditions, although <10-mile visibility was the norm due to moisture and smoke.

Saturday the 24<sup>th</sup> was decent, although we stopped short of Fort Wayne, IN due to deteriorating conditions, overnighing in Findlay, OH. We rewarded ourselves with a fine Texas Roadhouse dinner after a 75-minute wait. Sunday, too heavy to climb above a scattered layer (I blame Texas Roadhouse), we flew just outside the Chicago Bravo to KDKB, where the airport staff had a complimentary BBQ for all planes on the way to OSH. Very nice folks, great airport, a good stop!

The next leg was to OSH, with full fuel and ADS-B showing us the saturation of planes lining up for the arrival. In monitoring the ATC arrival frequency, it was obvious that some “jockeying” was going to be necessary. As we drew closer, ATC announced the closure of runway 36 due to an aircraft with a blown tire! Now we were seeing airplanes circling two lakes and the Endeavor Bridge! Time to land at C47 (Portage) and wait things out on the ground. As soon as we landed, 36 opened again, but we waited another 30 minutes for some of the backup to abate.

At takeoff, we headed North from the new VFR starting fix, Portage! Right turn at Endeavor, and follow the plane in front, ½ mile in trail, 1800MSL, 90 knots. Simple, right? Apparently not. As I closed in on the traffic in front of me, at **60 knots**, stall light on, I decided to break out around Green Lake and line up again. ATC helped by finding a slot for me to enter, then all was well right through landing on Runway 27, Green Dot, welcome to Oshkosh. We then taxied for 20 minutes to parking in the South 40.

## Takeaways? Many!

Be comfortable with flying your plane at ALL airspeeds, especially slow. Remember that you’ll likely be heavy with passengers, luggage, and fuel. Practice at home, NOT ON THE ROUTE! Also, be proficient at landing your airplane at specific points on the runway. I practiced landings to the numbers, fixed-distance markers, and mid-field in preparation.

Be comfortable with non-standard patterns! Squared approaches are rare; it’s more like a continuous turn from downwind to touchdown, with ATC asking for expedites. Lots of Starduster landings really helped me be comfortable with this type of approach, which I also practice in the Cherokee.

Perhaps the most nerve-wracking part of the exercise is the number of airplanes flying in closer proximity than any of us would consider routine. It’s not formation, but it sure gets your attention. Add those pilots who cannot or do not read the NOTAM and fly at the wrong altitude and/or speed, and it gets “interesting”!

ATC does a phenomenal job managing everyone. Are they perfect, no, but neither are we! I thanked several “pink shirts” for their help. They universally replied that they love to come to OSH and work with us. When I told one controller that OSH would be a s\*\*t show without them, he laughed and said, “It’s a s\*\*t show anyway, but we love it”!

Should you fly your plane to OSH? Yes, absolutely, but prepare! It’s a great “bucket list” item that every pilot should check!



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