

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



Inside This Issue

- FPA / EAA 1454 Officers, Committee Members, and Key Contributors
- New Members
- Safety Corner
- Hangar Happenings
- Flight Log
- Next FPA Meeting is:
Tuesday Jan 8th at 7:00PM/6:00PM food

Key Organization Links

www.fitchburgpilots.org
www.meetup.com/fitchburgpilots
www.facebook.com/fitchburgpilots/
www.fitchburgairport.com
www.eaa.org
www.aopa.org
www.massdot.state.ma.us/Aeronautics

Key Weather Links

www.windy.com
www.aviationweather.gov
www.usairnet.com

Key Reference Links

www.fltplan.com
www.airnav.com
www.flightaware.com
www.pilotgeek.com
www.skyvector.com
www.aopa.org/aopalive/

President's Corner

January 2019

Let's go fly and have some fun!

Glen Reinhardt

President, Fitchburg Pilots Association EAA Chapter 1454



Happy New Year fellow pilots! This is my first President's Corner, and I thought I would take a minute to introduce myself. I started my flying lessons at Washington Dulles International Airport. (Yes, they had a flying school there in 1982) My intro flight included taxiing a C-152 behind a Boeing 747. It also included losing our radios shortly after departure and having to use the light system from the tower to get approval to land. I took a few more lessons but was faced with a choice: continue my flying instruction or purchase an engagement ring for my (hopefully) future wife. Sorry fellow pilots, I made the correct choice!

Twelve years after marrying Kathy she suggested I begin those flying lessons again. In 1995 I began lessons at Fitchburg Colonial Aviation. After getting my license, I rented until I joined a flying club that had a single Piper Warrior. I flew the Warrior numerous times to Virginia and Florida. Eventually the club bought a turbo Piper Lance: constant speed prop, turbo, retractable gear, cowl flaps – it was a big step from the Warrior. I flew the Lance to Sun-N-Fun in Florida but never felt comfortable in the plane.

Luckily one of the club members and I decided to buy our own plane – a 1981 Piper Dakota. It was a great fit for me. Fixed gear, constant speed prop, 135 knots, and it would carry four adults plus full fuel. I flew that for 10 years and finally let my co-owner buy me out. I miss that plane.

Now I fly a borrowed Piper Cherokee. I had been in mostly Piper aircraft for 20 years, so this was like coming home. Will I own again? Who knows? What is great about being a part of the Fitchburg Pilot's Association is the opportunity to fly along with fellow pilots as safety pilot or just a companion for breakfast or lunch. I get to experience many different aircraft, and I get to learn from my left seat tutors.

I look forward to an exciting year. Many of the big hangar projects have been completed, I'm seeing more fly-out opportunities posted, our Saturday morning coffee and donuts is gathering more participants, and the monthly meeting speakers pull in pilots from other airports to join us to learn.

Thank you for helping to make the FPA a vibrant flying organization committed to education, safety, and connecting with the community. If you are at our monthly meeting, say "Hi" to Kathy. She's handing out plates and serving the food.

Don't forget, 2019 dues are due. Dues are \$50 for the calendar year. You can, if you wish, donate an additional \$40 to help defray Hangar expenses.

Glen

– President, Fitchburg Pilot's Association

President FPA/EAA 1454

New Members!

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

New Members for January 2019



Michael Lee:

Michael just joined Meetup this month. He is based out of KGBR and is a CFII as well as an Advanced Ground Instructor (AGI)



Manish Sharma:

Manish Joined Meetup in late December and is an aviation enthusiast and is interested in learning to fly. I'm sure we can help Manish with his goals.

!! FOR SALE !!

Craftsman 13HP Airplane Tug
Converted from lawnmower; no cutting deck
Hitch point at front and rear
Best Offer!
Dave Babineau - 508-331-1552



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

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
Key Contributors	Names		
Program/Wings Coordinator	Jim Bisson	Scholarship	Jim Bisson
Young Eagles Coordinator	Patrick Daykin		Dick Maki
Membership Coordinator	Dave Babineau		Mark Estabrook
Newsletter Editor	Jeff Scorse		Ed Murphy
Aviation Center Manager	Dave Dion		
Aero Fair Coordinator	Dave Dion	Safety	Dave Dion
Santa Visit Coordinator	Patrick Daykin		Gary Daugherty
			Dick Maki
		Airport Commission Rep	Richard Gersh

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

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.

Here’s a blurb from the website:

AmazonSmile is a website operated by Amazon with the same products, prices, and shopping features as Amazon.com. The difference is that when you shop on AmazonSmile, the AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice. Every item available for purchase on www.amazon.com is also available on AmazonSmile (smile.amazon.com) at the same price. You will see eligible products marked "Eligible for AmazonSmile donation" on their product detail pages.

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

Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

Did You Know There's a Safety Mailbox ??

See below the Safety Mailbox tab on our fitchburgpilots.org home page. Safety Mailbox is a location where you can make an **ANONYMOUS** comment to the FPA Safety Committee. **Just click to open the "Safety Mailbox" tab to make your input; your input to be answered via FPA newsletter, website, or at the monthly meeting.**



EAA Chapter 1454

Fitchburg Pilots Association at Fitchburg MA (KFIT)

[Home](#)

[Calendar](#)

[Dues and
Donations](#)

[FPA Scholarship](#)

[Newsletters](#)

[Safety Mailbox](#)

[Squawks](#)

[Swag](#)

"Stand by one..."

The controllers are a little overworked with our Dues and Donations webpage. It's causing departure delays for the shopping carts already on the taxiway. ATC's aware of the problem and hopes to issue all the clearances before the shift change.

Announcing FPA Scholarship Award Program for 2019!



The FPA Scholarship Award Program for 2019 is now accepting applications!

What FPA/EAA 1454 Is All About...

Welcome to the Fitchburg Pilots Association/EAA Chapter 1454 website. We're based at Fitchburg Municipal Airport (KFIT), Massachusetts. Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our Chapter. We're a group of aviation enthusiasts, aircraft builders, and pilots who get together with like-minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so. Please come to our next meeting or event as our guest.

Safety Mailbox

Please provide your **ANONYMOUS** input in the space below - to help FPA members achieve even higher flight safety practices. Your input will be directed to the FPA Safety Committee for review.

It could be a safety-related issue (something that bothers you?) or a situation relating to flying in or around the KFIT airport operating area. It could be something you observe with a safety impact at KFIT.

Your input will be answered via newsletter, website, or at a monthly FPA meeting. Your important input could help a single pilot or all of us avoid an issue with possible impact on flight safety. And, remember, your input is **completely anonymous**, for safety's sake.

Submit

Aviation Safety Corner

Safety Corner, continued...

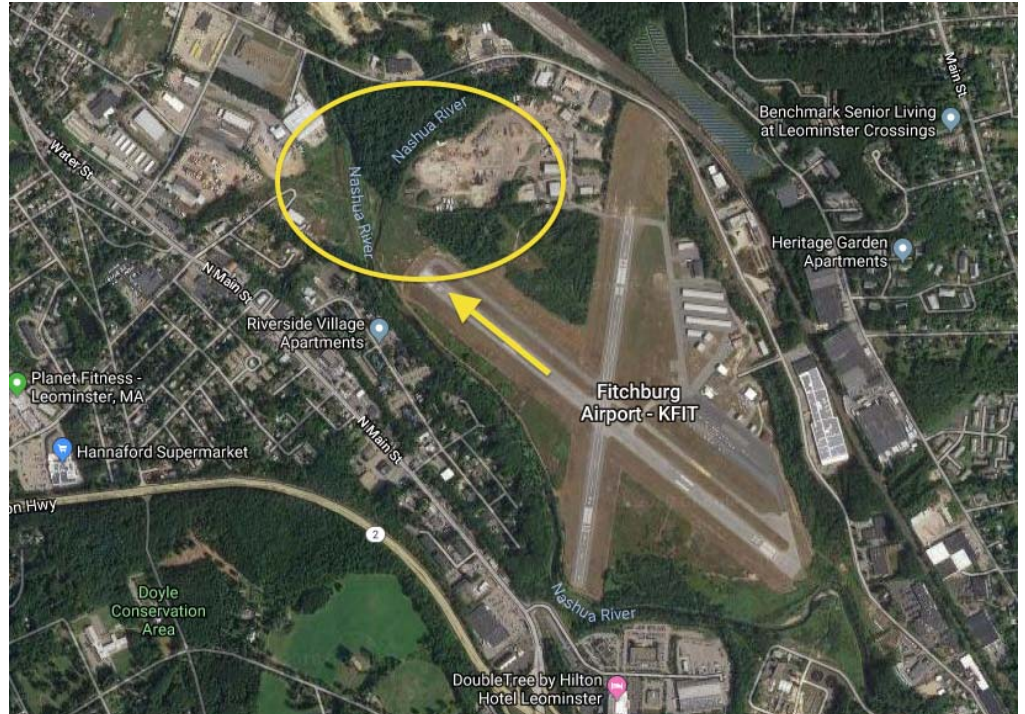
Engine Failure on Takeoff - Where's Your Off Airfield Emergency Landing Location ??

The purpose of this month's Safety Corner is to encourage you to always consider your off airfield landing location if you should have an engine failure on takeoff. Why encourage you? Because with an engine failure on takeoff you could waste away precious airspeed and altitude if you spend precious seconds trying to determine a plan for an off airfield landing location in real time. So, if you are "spring-loaded" to react to an engine failure with an ASAP nose-down turn to a favorable location you could help yourself find a favorable solution.

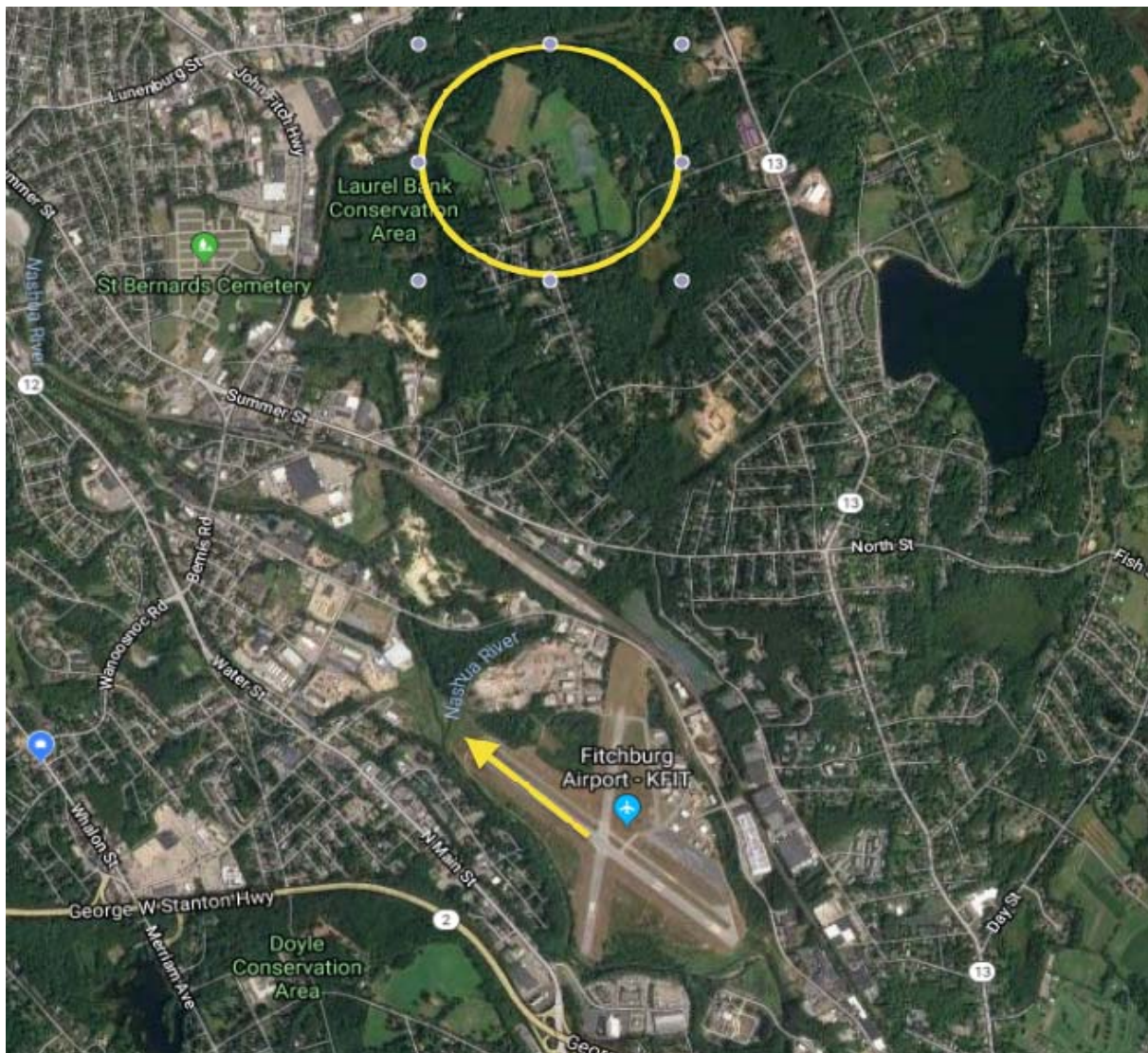
The scenario: you have an engine failure after rotation and far enough down the runway so there's no remaining runway or airfield real estate left to put her back on the ground (you are "off airfield"). Assuming you are low enough to NOT consider an "impossible turn" return to the airfield (more about the impossible turn later) ... you must quickly consider a straight ahead or slightly left or right off airfield location. Below are two KFIT scenarios (i.e., RWY 32 & 14 departures) and off airfield landing locations you may plan to consider or use.

RWY 32 Departure

Circled to the right on the map is the first RWY 32 off airfield area **straight ahead and just across the Nashua River or to the right** (an opening behind some buildings; seven years ago a student with instructor from Stow ACTUALLY had a successful off airfield landing there after their touch and go engine failure).



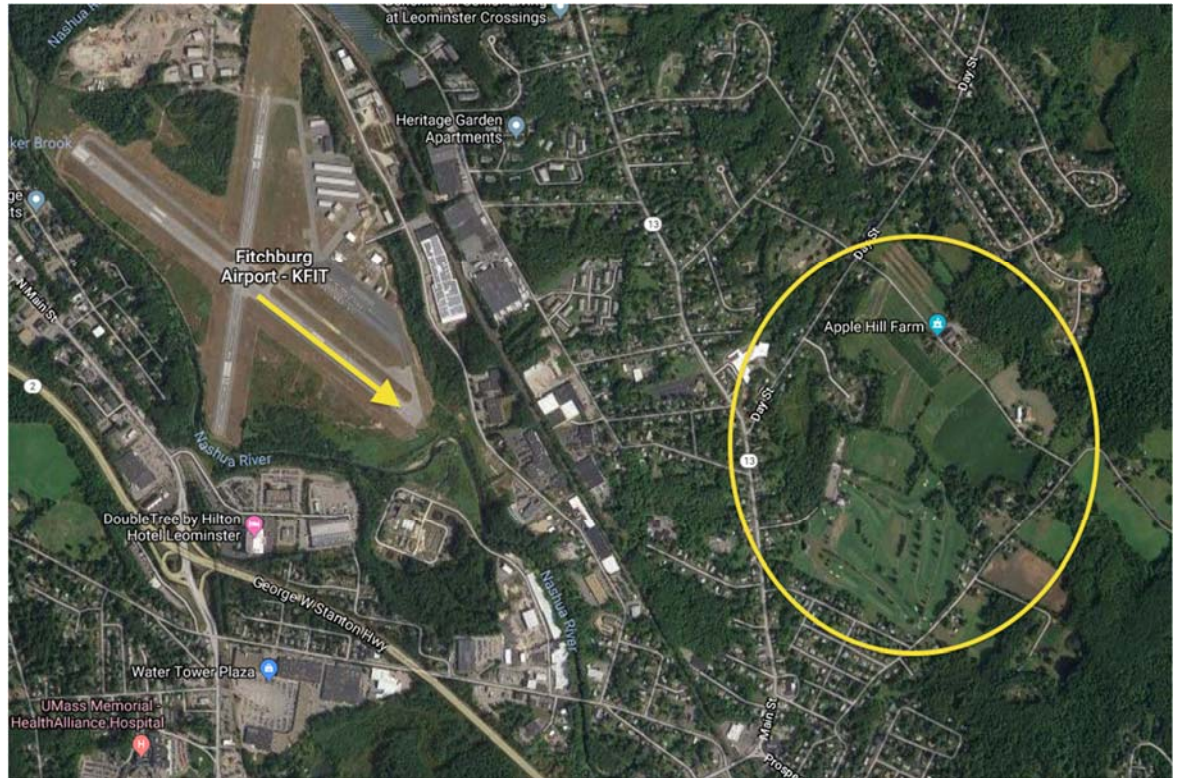
There are not good options after a RWY 32 takeoff and further upwind (it's littered with Fitchburg buildings, neighborhoods, hills, and trees - especially to the left). However, if high enough, about 2 miles and **further to the right, there's some open fields** (see circled area on the next map).



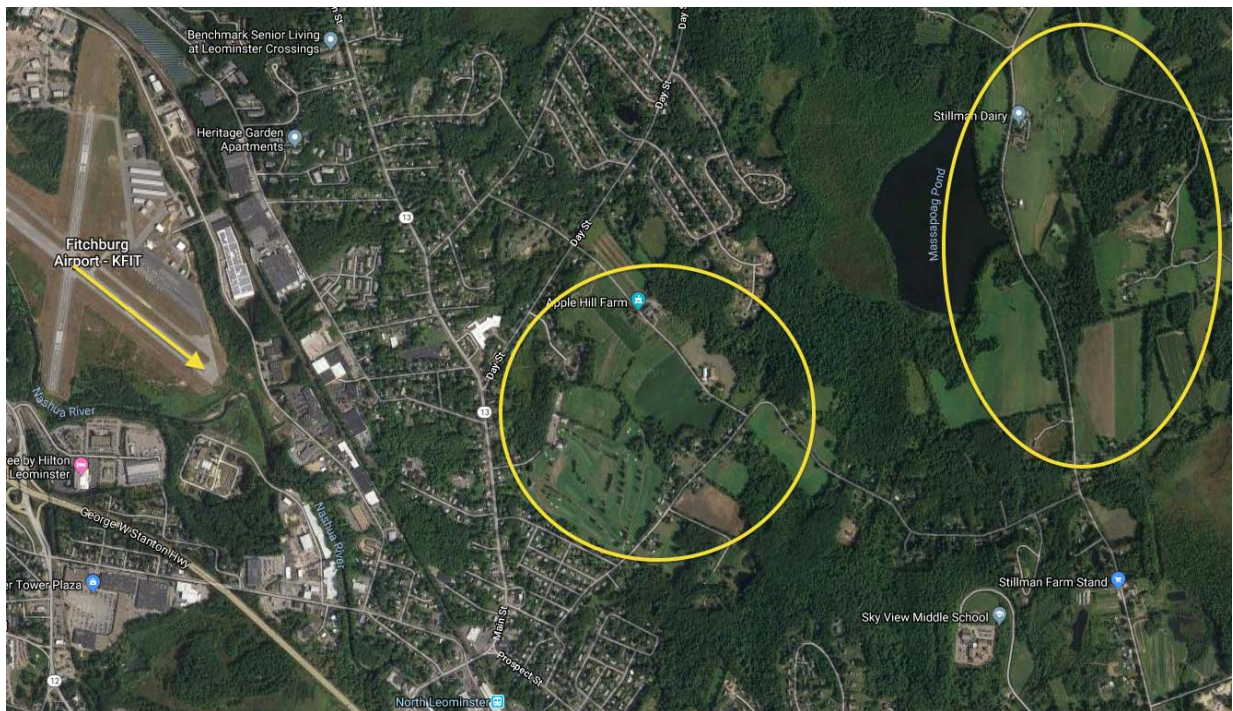
RWY 14 Departure

Circled below on the map is an area about 1 mile slightly to the left after departing RWY 14 where there is a **golf course (Monoosnock Country Club)** and **beyond the golf course some open farmer's fields.**

Otherwise - there are not good options after a RWY 14 takeoff (it's littered with Leominster buildings, neighborhoods, hills, and trees - especially to the right after takeoff).



If high enough, and more to the left in about 2 miles from RWY 14, there's some **open fields (Stillman's Dairy Farm)** (see circled area on the next map).



Downwind Options

Once in the RWY downwind - turn to the airfield. Depending on your position - you may not make a runway. But getting to the airport real estate - largely clear of trees and obstructions - is better than areas littered with buildings, neighborhoods, hills, and trees – or tombstones ...

Impossible Turn - Yes or No ???

Unless the airplane is close to pattern altitude, or you've already started a turn when the engine fails, it's generally safer to land within the area you can see out the windscreen. Statistics bear this out. According to the AOPA Air Safety Foundation's *Nall Report*, most maneuvering-related crashes are fatal. By contrast, only about 10 percent of forced (off airfield) landing accidents involve a fatality. Maintaining control of the airplane all the way to the ground, even if landing off airfield, greatly increases the chances of walking away from the mishap.

What if you are at pattern altitude (or higher) and / or already started a turn to the left or right ... should you consider a return to the airport ?? Two AOPA articles from 2011 provide some discussion about the "impossible turn":

AOPA writer Barry Schiff discusses options available following an engine failure:

<https://www.aopa.org/news-and-media/all-news/2011/april/01/technique-unconventional-wisdom>

AOPA writer Alyssa Miller does a follow-up to Barry's article by outlining how to conduct in-flight practice for the impossible turn to make it "possible":

<https://www.aopa.org/news-and-media/all-news/2011/may/19/impossible-turn-practice-makes-possible>

Want to conduct a truly interesting and productive flight to explore the impossible turn "envelope"? Hire an instructor to fly with you to tryout / practice the impossible turn for you and your aircraft. Reference AOPA articles above - your instructor can assist you with the flight (in a training area at sufficient altitude for impossible turn practice) and take notes on your procedures (e.g., pitch, glide speed, bank angles, overall execution, etc). Such a flight can provide you the kind of experience you'll use when facing an engine out situation shortly after takeoff.

Flight Log

By Jeff Scorse

IFR Training, and other topics of interest

It's certainly been quite a fun year. I'm so much looking forward to 2019 and hopefully my instrument rating. Although I haven't been taking quite as many excursions, I've been flying the wheel pants off our Warrior working on that IFR ticket. I missed out on the last fly out to Rutland Vermont, but some friends sent along this nice photo of a member's Cherokee. Too bad it wasn't the shiny side. 😊

I was able to complete a fun, *purposeful*, flight out to Scranton, PA (KAVP) for an overnight business trip. I brought along a coworker to enjoy the fun and saved us both the 10 hour round trip drive-time which compressed to under 4 hours flying time over two days.

The FBO was very friendly and let me plug in our engine heater overnight, included with the \$5 parking fee. I could have opted for a



hangar, but at \$130/night and an expected late afternoon departure I figured the inevitable frost would melt off – which it did.

We had a wonderfully smooth flight in both directions with an amazing 40 knot tail wind (the head/cross wind on the way out the day before wasn't too bad). I felt like an airliner having to begin my decent from 7500' over Amherst to keep speeds and decent rates reasonable. I've



been hoping to make this trip for over a year as we have a customer there and the drive, though very scenic, is excruciating.

I hope to do this often. We have another frequency visited customer in NJ. These kinds of trips are what GA is all about!



Hangar Happenings

Dave Dion: FPA Aviation Center Manager

Our Secretary, slash legal consultant, slash electrician is a man of many hats.... Though he wasn't wearing one on this winter day fixing our ice damaged light fixture.

Thanks Chris for all you do!



Sponsor Page



FPA Store

Buy your FPA Merchandise
here!



FAA Safety Wings Programs

This Wings site that has had an
overhaul. Looks and flies easy.
Try it!



GA Serves America

Go here to learn more about
AOPA's GA Serves America.



FCA Flight Center

Flight Training 7days a week.
BFR's, IFR, Wings, Online
Scheduling



Our parent organization.



BABINEAU Insurance Agency

An experienced team who can
analyze the various options
open to you



Aircraft Spruce & Specialty Company
Everything for Planes and Pilots

