



Inside This Issue

- FPA / EAA 1454 Officers, Committee Members, & Key Contributors
- Complacency
- FPA VMC & IMC Clubs
- Next FPA Meeting is:
8/10/20 – Via Zoom at 7PM

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.fltplan.com
www.airnav.com
www.flightaware.com
www.skyvector.com

President's Corner



Let's go fly and have some fun!

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

President's Corner - August 2020

Our intention for our monthly meeting for August was to do a live meeting along with a Zoom meeting. But several factors got in the way of the "live" portion.

First, I was in contact with someone who was in contact with someone who tested positive for the Coronavirus. For our sanity and desiring not to quarantine for two weeks, my wife, mother, and I were tested. We all came back negative – whew! But it showed me how quickly we can become candidates for the wrong side of the statistics.

Second, Governor Baker is holding to his meeting size limit of 25, which we could possibly exceed. In add the idea of serving food was totally out since we would not have enough table space to accomplish social distancing.

Third, EAA provides the chapter with liability insurance. They now require a 30 day notice of intent to hold a meeting, including monthly meetings, to allow them time to review our processes for minimizing the chance of infection. We didn't discover this soon enough for the August meeting.

I've heard from some of you who want to get together "like we used to." As soon as we can, we will. It may not be completely "as it used to." But we will figure a way to eat, meet, and learn and it will be so good to see all of you in person..

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	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		
Young Eagles Coordinator	Patrick Daykin		
Eagles Coordinator	Mark Estabrook		
Membership Coordinator	Dave Babineau	Scholarship	Dick Maki
Newsletter Editor	Jeff Scorse		Jim Bisson
Aviation Center Manager	Dave Dion		Mark Estabrook
Aero Fair Coordinator	Dave Dion		
Santa Visit Coordinator	Patrick Daykin	Safety	Dave Dion
Simulator Committee	Mark Estabrook		Gary Daugherty
IMC and VMC Club	Dave Dion		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.

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Flight Log – Solo Trip to KBIL (Billings, MT)

By Chris Lund

Last month, I flew our (Dave B's and my) 1966 Cherokee 180 (N9274J) solo to Billings and back to visit family and friends. The trip was almost 1700 miles each way. On the way, I stopped in Holland, MI to visit an old college friend. Then it took 2 days to go from Holland to Billings.

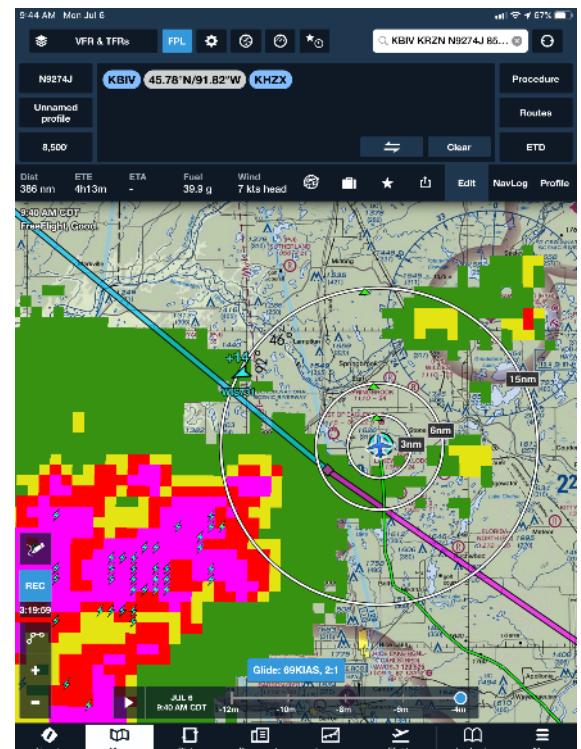
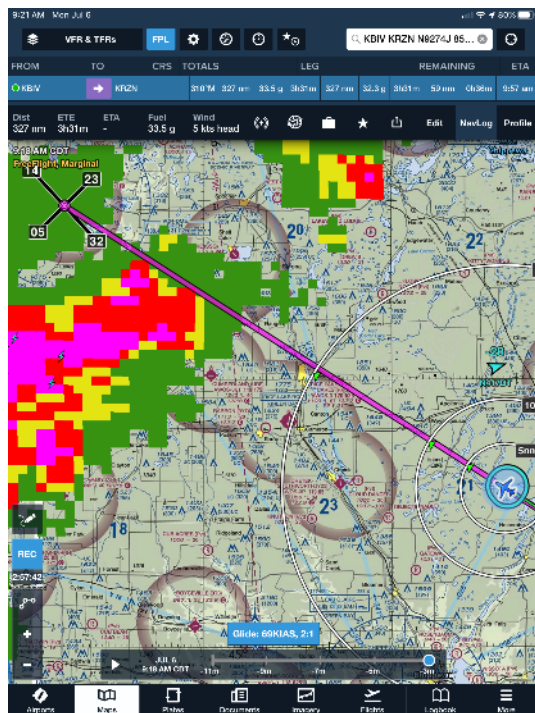
Leaving Holland at about 7:00 Monday morning, July 6, I flew northwest over Lake Michigan and into Wisconsin. The weather forecast was clear for my trip to a fuel stop in Siren (Burnett County), WI (KRZN).



However, about 55 miles from Siren, I saw on Foreflight thunderstorms had developed right along my flight path and were moving northeast, making it impossible to reach my fuel stop. Thankfully, Foreflight allowed me to search for alternative fuel stop (watching for the lowest fuel prices, of course). I chose McGregor, MN (not too far from Duluth) which was north of the expected path of the storm and would let me turn north in front of the storm to get to the airport. Since dark clouds were pressing on me from the west, I descended from 8500' to 4500', turned north ahead of the storm, and successfully made it to McGregor for fuel. Then on to Bismark, ND where I spent the night before continuing to Billings.

Foreflight was an amazing asset in this flight. Not only did it warn me of approaching weather, it allowed me to make alternative plans to continue my trip.

At our next FPA monthly meeting Tuesday (by Zoom), I've been asked to present my entire trip. It was an adventure, and, as one might expect, I learned a lot from flying that far solo.



Safety Corner – Should You Fly Runway Heading OR Runway Centerline on Takeoff ?? It Depends

by Dave Dion, FPA Safety Committee Chair

(Reference “boldmethod” article, Aug 2020)

There's a difference between Fly Runway Heading and Runway Centerline (Runway Track / Extended Runway Centerline) on departure. See illustration below:

On two parallel runways with a strong crosswind from the left - two VFR aircraft depart runways 36L/R; tower assigns both aircraft to fly “**Runway Heading**”. The aircraft on 36L maintains the runway heading of 360 degrees (no left crab into the wind). The aircraft on 36R crabs left into the wind (heading 340) to maintain the runway centerline (or runway track and assuming the VFR pilot has visual tracking references to maintain runway CL). Hmm - looks like the aircraft on the left could wind drift too close to the aircraft on the right ?

Per the ATC Procedures and Phraseology “Rule Book”, fly runway heading means fly the *heading* without drift correction. Per the FAA’s Instrument Procedures Handbook - same thing: fly the published *heading* that corresponds with the extended centerline of the departure runway and do not apply drift correction for wind. If in IMC - then the pilot wouldn’t have visual tracking references to maintain runway centerline (thus - fly the published heading).

VFR Departures from Non-Towered Airports

When departing VFR from non-towered airports - track the runway centerline (offset the crosswind with a crab). One of the common errors that the FAA lists for VFR departures is “inadequate drift control after liftoff”. Per the FAA’s “Airplane Flying Handbook”, it’s important that the takeoff path remains aligned with the runway. Why ? Because it’s important to fly the runway centerline in order to avoid drifting into obstructions and maintain proper separation from upwind / downwind traffic in the VFR pattern.



VFR Departures from Towered Airports (Gets a Little Confusing)

How confusing ?? According to the FAA - it's incorrect if tower controllers issue a “fly runway heading” (no wind / crab correction) but expect (actually want) the aircraft to maintain centerline by accounting for wind drift (for example - to reduce the risk of traffic conflicts from parallel runways, upwind, or downwind VFR traffic). At towered airports, where the tower controller wants departing aircraft to fly a wind corrected runway centerline, you may hear “non-standard” controller phraseology to provide more explicit departure instructions such as “maintain runway centerline”; “fly straight out”; and “track runway heading” (whatever that means!?).

Summary - How Should You Fly Your Departure?

Under IFR - always fly the heading assigned by ATC or on a departure procedure. When departing VFR at a non-towered airport - you should always track the runway (wind corrected) centerline to avoid conflicting with other VFR traffic in the pattern. At towered airports under VFR - you should clarify the instructions issued by the tower if you are confused about their phraseology / expectations. Remember! Communication of expectations between pilot and controller (or other pilots as the situation demands) is key!!

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 (Aug 20) – Zoom**

VMC Club (Aug 26) – Zoom

See Meetup to sign up

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