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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

Come join us!

Fly safe, Fly often,

Glen Reinhardt

President's Corner

Let's go fly and have some fun!

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

We reached a milestone this week. Our budget planning is based on a minimum of 70 dues paying members so you have heard me remind you to pay your dues at monthly meetings as well as in this newsletter. Well thank you for listening. We are now at 72. If you haven't yet paid your dues though…..the budget could still use the help.

Speaking of budget, we are exploring some different ways to fund raise. Not being able to support the Early Ford V-8 car event leaves us down about $3,000. Stay tuned for some opportunities to have some fun and support the FPA at the same time.

This month's meeting will be our first live event open to the membership. We want this to be safe and successful. The large hangar door will be open, rain or shine, to promote airflow. So if it is damp and cool, come dressed for it. Tables will be dispersed further apart and masks required when you move about. There will be food and it will be "served" instead of "help yourself." So please don't reach in to grab something to appease your appetite.

There is an opportunity to support the pilots at Minuteman with a Young Eagle's event in June. The date will be announced soon as well as the procedures and contact point.

If you haven't heard, Coffee Donuts Laughs and Lies (CDL2) is back on Saturday mornings starting at 8 AM. Throughout the pandemic a small group of fanatics gathered informally on Saturdays but now we normal folk can enjoy the boasting and bragging usually verbalized by the above mentioned fanatics.

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
President	Glen Reinhardt
Vice President	Dave Babineau
Secretary	Chris Lund
Treasurer	Gary Daugherty
Committee Chair and Chairmen	**Names**
Aero Fair Coordinator	Dave Dion
Facilities	Dave Dion
Nominations	Ed Littlejohn
Safety	Dave Dion
Scholarship	John Arsenault
Young Eagles & Santa Fest Coordinator	Patrick Daykin

Key Contributors	Names
Program/Wings Coordinator	Jim Bisson
Eagles Coordinator	Mark Estabrook
Membership Coordinator	Dave Babineau
Newsletter Editor	Jeff Scorse
Food	Glen Reinhardt
IMC/VMC Club Coordinator	Dave Dion
Simulator Coordinator	Mark Estabrook
Airport Commission Rep	Richard Gersh
Webmaster	Michael Kane

!! 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 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.

Welcome to amazonsmile

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

Free Stuff

Computer and Stand

- Microsoft Office Suite / Web Browser / Microsoft Flight Sim 98 / Joystick
- If interested - contact one of the FPA Officers for pick up at the hangar

➢ Safety Corner

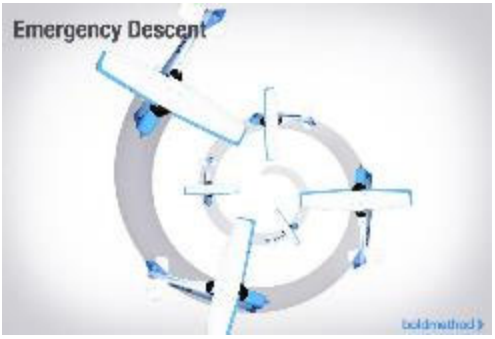
by Dave Dion - FPA Safety Committee Chair

How To Fly An Emergency Descent

From May 2021 Boldmethod Article

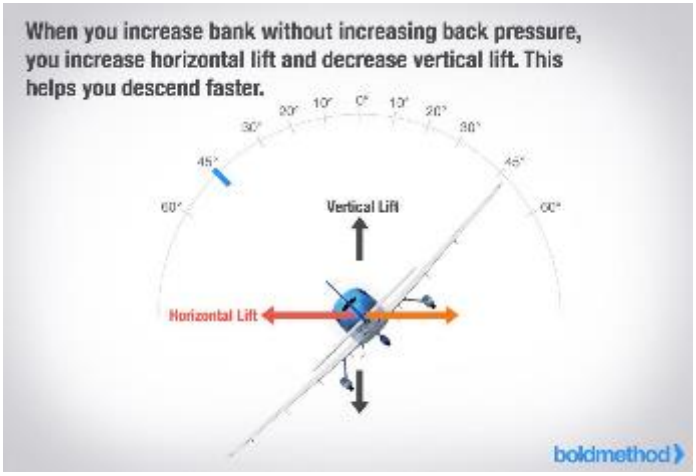
Do you remember the last time you practiced flying an emergency descent? Each type of airplane has different procedures and configurations for emergency descents.

What Exactly Is An Emergency Descent?



Simply put, an emergency descent is a maneuver for descending as rapidly as possible to a lower altitude, usually for a landing. Whether you're flying a Boeing 777 or Piper Warrior, every pilot trains on how to fly emergency descents.

Outside of training, they're triggered by worst-case, often life-threatening emergencies. There are dozens of reasons why an emergency descent might be appropriate, including uncontrollable fires, rapid cabin depressurization, or anything else requiring an immediate need for lower altitude.



Reducing Lift

According to the FAA's Airplane Flying Handbook, "when initiating the descent, a bank of approximately 30 to 45 degrees should be established to maintain positive load factors (G forces) on the airplane."

Another reason for this bank angle is to reduce your vertical component of lift, which helps you achieve a rapid descent. If you roll into a turn using only ailerons (without applying back-pressure), your vertical lift decreases and your horizontal lift increases. Your airplane tends to descend during aileron-only turns.

Maximizing Drag

While all emergency descent training should follow manufacturer recommended configurations and airspeeds, you'll fly an emergency descent with a "dirty" configuration in most light, single-engine airplanes. If equipped with a constant speed propeller, the prop "should be placed in the low pitch (or high rpm) position. This allows the propeller to act as an aerodynamic brake to help prevent an excessive airspeed buildup during the descent" (FAA).

The landing gear and flaps should be extended as recommended by individual manufacturers; both will help increase drag. The goal is to fly the most rapid descent possible without excessive airspeed while also taking into account aircraft speed limitations.

Controlling Speed

A critical part of flying safe emergency descents is speed management. You should never exceed Vne, or the structural never-exceed speed. When configuring the airplane for additional drag during descent, take into account maximum landing gear extension speed (Vle) and maximum flaps extended speed (Vfe).

Putting Out Fires (Literally...)

Emergency descents are often used to blow out the flames of a fire. High airspeed descents are best for this, however, the possible weakening of the airplane's structure is a major concern. This is where your decision-making as a pilot will play an important role. You must determine (or make an educated guess) about where the fire is and how much structural damage may have occurred. Slow the airplane down accordingly.

Don't forget about Va, or maneuvering speed, either. If descending through turbulent air, you should slow to Va or slower to prevent overstressing your airframe.

Choose Your Recovery Altitude Wisely

An emergency descent is usually a result of a sudden, uncontrollable event. If you find yourself flying one, you may not have time at first to fully plan out a recovery altitude. Once you've configured the airplane, followed the checklist, and are flying the descent, begin to plan how you'll level off. You should initiate recovery at an altitude high enough to ensure a safe recovery back to level flight, or a precautionary landing (with proper speed for a landing).

If you're practicing emergency descents during training, keep an eye on your engine temp. You don't want to excessively cool your piston engine's cylinders during a prolonged idle descent. Once the descent is stabilized during training, consider recovering, and bring your power up slowly.

Flight Log – Traveling into the Unknown

By Glen Reinhardt

As many of you know, I once owned a Piper Dakota, the sale of which I still lament today. My then co-owner moved to Palm Springs, CA so for 6 years the plane wintered in Palm Springs and summered in New England. Each March my wife and I would fly commercial to Palm Springs and then ferry the Dakota eastward. This gave us a chance to fly six trips across the USA with mostly favoring winds. It also meant that we would land at never-before-visited airports along the way and traversing terrain I have never dealt with before. I would be venturing into the unknown.

On one of our first trips we visited Jacqueline Chochran Regional Airport, better known as Thermal, KTRM. It is one of a very few airports where you can land and see your altimeter go negative. Thermal is 114' below sea level and only 23 miles from Palm Springs. It was an entry I wanted in my logbook. The airport was used by both the Army and Navy during WWII and sports 8,500' and 4,995' runways and is non-towered. I chose the 8,500' runway because no one else was around and, well, because. Fuzzy photo of altimeter and we were off without stopping.

Our first real stop heading home was Grants-Milan Airport, KGNT. This airport is located in Grants, New Mexico and also really close to Milan, New Mexico. Go figure. The airport has one runway, 31-13 which is 7,172' long but only 75' wide. Elevation is 6,537'. So we went from -114' to +6,537'. The approach from the west takes you over a 9,200' peak with an 11,300 peak on the eastern side of the airport. I was at 9,500' when wife, Kathy, said she didn't think we were going to make it over the peak. I assured her we were fine then, as we got closer, I heeded Kathy's warning and climbed to 10,000'. Even that looked close.

Grants-Milan is non-towered and I was now nearly 4,000' above the field 3/4 mile from the runway and couldn't discern a wind sock. I called on Unicom and asked which runway favored the winds. The reply was interesting: "Your choice. There's a wind sock at the end of each runway and they are pointing at one another." Flaps to 2 notches, nose down, and a dive for pattern altitude and downwind to 31. With 7,000'+ of runway the initial tailwind didn't concern me. I actually never made it far enough down the runway to find the headwind.

We taxied up next to the only other airplane on the field, tied the Dakota, and headed for the only building in sight. An older gentleman greeted us and asked if we were lost. We said we were looking for fuel and food. The fuel was self-serve and there was a diner by the entrance to Interstate 40. The older gentleman let us borrow his VW Jetta to get to the diner.

Now, having grown up in central New Jersey, I knew what a real diner was and my expectations for a New Mexico diner weren't all that high. But, WOW! I mean, WOW. That's the name of the diner. All shiny stainless steel and looking just like if dropped in from New Jersey. The waitresses were surly just like in Jersey and called me "honey." The menu was huge and so were the portions. Even the pickles were good.

Kathy and I couldn't finish our lunches and asked for to-go containers. We fueled up the Jetta and returned to the airport. I asked the guy at the airport if he worried about tw o strangers running off with his car. "Nah" he said "I got your plane."

We departed runway 13 since it didn't matter which way you launched and I hadn't used that portion of pavement yet. We climbed southward to get around the 11,000' Mount Taylor. Then east to more adventures into the unknown.

Instrument Pilots - Did You Know ???

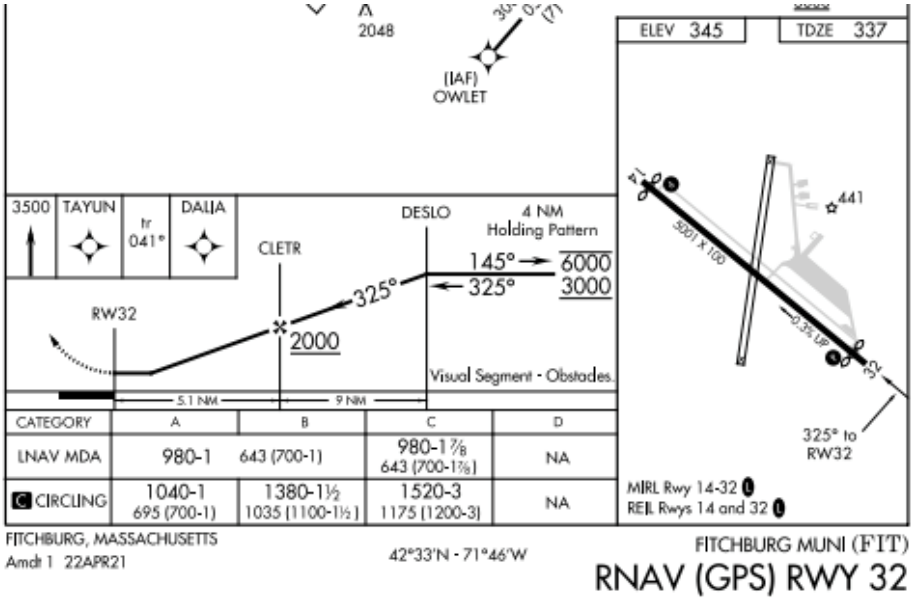
Fitchburg non-precision Minimum Descent Altitude (MDA) for runways 32 and 14 have changed (as of 22 Apr 21).
Thanks Gary Daugherty for the ping !!

> RNAV (GPS) RWY 32 MDA was 1,120 ft; **now lower to 980 ft**

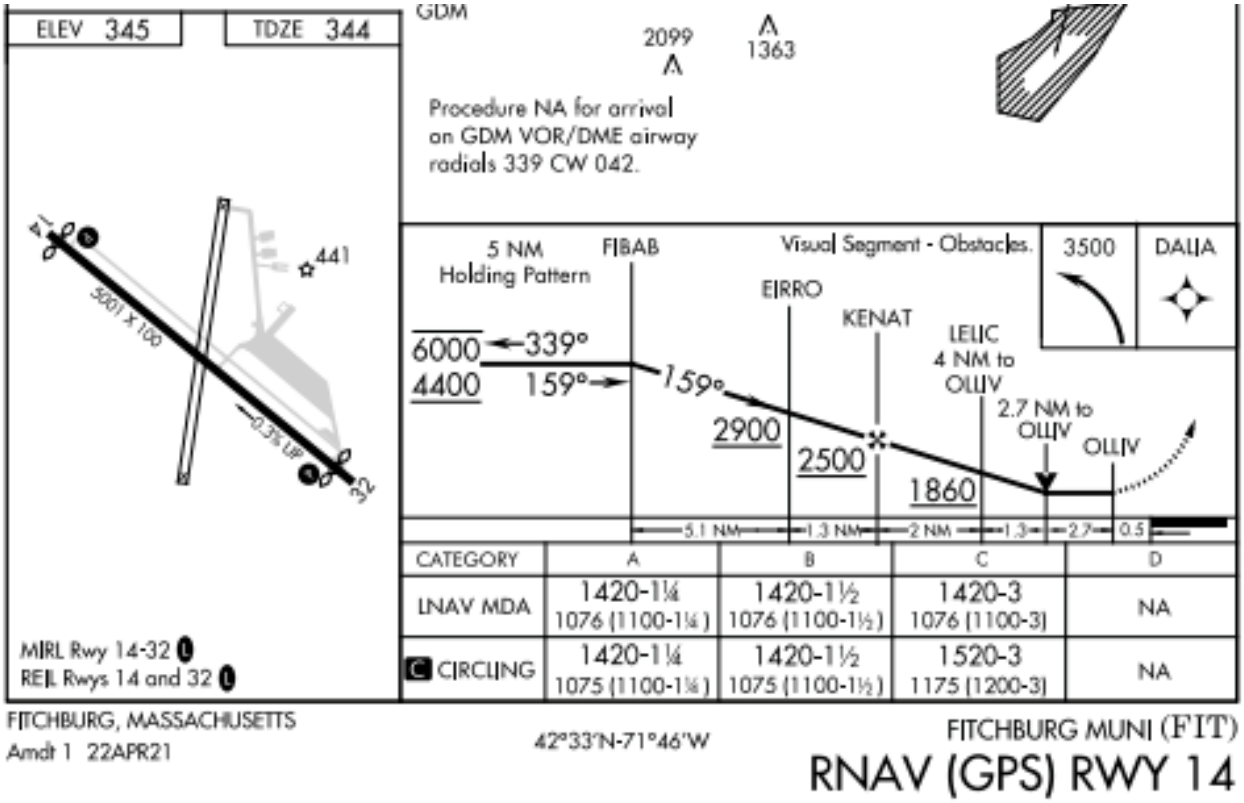
Note 1: at holding and to DELSO - no lower than 3,000 ft and no higher than 6,000 ft (previously no lower than 3,000 ft only); my guess - stay below 6,000 ft due to Hanscom and Logan arrivals

Note 2: as always - check with Boston Center to ensure Restricted Area 4102 (part of Devens Range Complex) is "cold" (not operational) before proceeding with the RNAV (GPS) approach to runway 32

RNAV (GPS) RWY 14 MDA was 1,320 ft; **now higher at 1420 ft**



Note: at holding and to FIBAB - no lower than 4,400 ft and no higher than 6,000 ft (previously no lower than 4,400 ft only); same guess - stay below 6,000 ft due to Hanscom and Logan arrivals



Not So Free Stuff

The Fitchburg Pilot's Association has received several items as donations so that we may sell them to augment our operating budget. Please consider making a purchase. You get to enjoy your purchase and aide the FPA at the same time. . If you wish to see the TV contact Glen Reinhardt @ gbrflies@gmail.com

FOR SALE

Sharp Aquos 70" LED TV model # LC-70LE732U
A review of this product can be found at https://hometheaterreview.com/sharp-lc-70le732u-70-inch-led-hdtv-reviewed/
This TV was donated by a training company and spent the majority of its time in a box.

In terms of connection options, the LC-70 features four HDMI inputs, one component input, a composite video input with matching RCA style audio input, a single RS-232 input, a 15-pin D-sub PC input, USB input and an Ethernet port. The LC-70 can connect to the Internet via its Ethernet port or via your home's wireless network.

This is not a new model year TV but was a top of the line unit several years ago. It listed in the $3,200 range but can be found used for 1/3rd of that. Asking price is $600

Sharp Aquos 50" TV model # LC-50LE65OU
A review of this product can be found at https://www.cnet.com/products/sharp-lc-50le650u-aquos-6-series-50-class-49-5-viewable-led-tv-full-hd/

Big, bold and brainy - the Sharp LC-50LE650U is an LED Smart TV that delivers legendary Aquos picture quality and unlimited content choices, seamless control and instant connectivity through SmartCentral. The Aquos 1080p LED Display dazzles with advanced pixel structure for the most breathtaking HD images, a 4 million: 1 dynamic contrast ratio and a 120Hz refresh rate for precision clarity during fast-motion scenes. A Smart TV with Dual-Core processor and built in Wi-Fi, the LC-50LE650U lets you quickly access apps streaming movies, music, games and websites.

Again, this is not a current year model but did sell for just over $1,000. Asking price for the FPA is $400.

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