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4/13/21 – 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.ftplan.com
- www.airnav.com
- www.flightaware.com

President’s Corner

Let’s go fly and have some fun!

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



Great flying weather is here! Except for the wind, the weather has improved, and pre-flights are more comfortable than in the winter months. Warmer weather also means we have an opportunity to open up the hangar and circulate the air allowing us to gather again. Coffee, Donuts, Laughs and Lies

will start again May 1st. Most of the membership should have had their COVID shots so are at reduced risk of contracting a serious case of COVID. Still, masks are recommended when in conversation groups.

For our April meeting we will be testing a hybrid in-person and Zoom meeting. Captain Bill Purple will be at the hangar along with a dozen members to provide Bill a live audience. The remaining attendees will be via Zoom. This past Saturday Daniel provided me with an adapter so I can use my video camera with the PC hopefully to provide Zoom attendees with a better experience. The audio could be an issue if we get echo, but I hope to resolve that before the meeting.

Assuming our April test case works, we plan on a regular May meeting with dinner at 6 and meeting beginning at 7. The meeting will also be on Zoom for those who don’t feel comfortable attending in person or can’t make it to the hangar on time.

This has been a year-long test of our ability to hang together as an organization. Thanks for continuing to support the FPA and your fellow members.

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
Committee Chair and Chairmen	Names	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 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 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 Make A Safe Emergency Landing

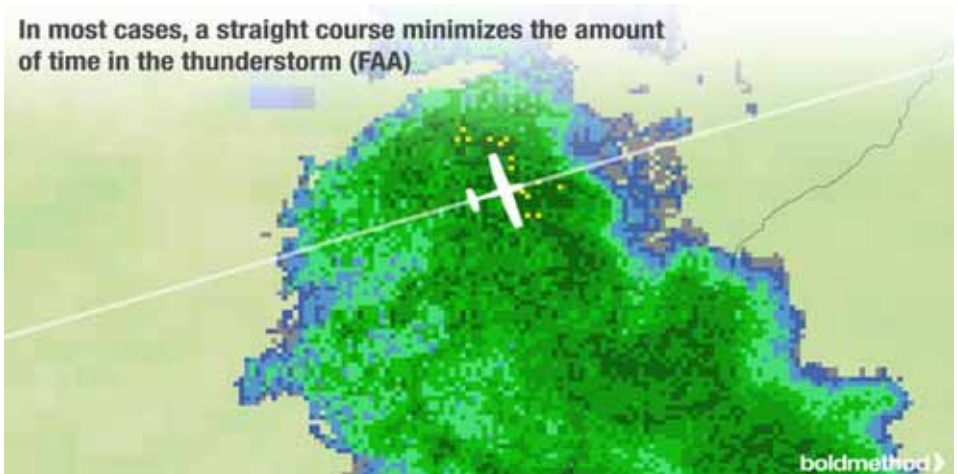
Looking forward to upcoming spring and summer-time flying ?? You have an inadvertent thunderstorm encounter - here's what to do

(Reference Boldmethod article from 2019)

The smartest way to avoid thunderstorms is to keep your distance, and never fly through embedded thunderstorms. Thunderstorms can cause aircraft structural failure and fatal accidents. But if you do find yourself in a thunderstorm, here's what you should do.

Should You Fly Straight Ahead?

According to the FAA's Instrument Flying Handbook, you should avoid turning to deviate out of a thunderstorm. When you enter bad conditions, your workload will dramatically increase as you focus on simply flying the airplane safely. It's better to maintain a straight course through the thunderstorm rather than turning around. You can, and should, declare an emergency with ATC if you get stuck in embedded thunderstorms. It will open up a new set of resources for assistance.



A straight course minimizes the amount of time in the thunderstorms and turning only increases structural stress on the aircraft (FAA).

Keep in mind, this advice is somewhat subjective. If you encounter a large, deep band of storms and your equipment (or ATC) informs you of the storm's size, you may want to find a quicker exit. A full 180-degree turn may not be the best way to exit the storm, so take in all available outside information to make your decision.

Slow To Turbulence Penetration Speed

Based on the recommendations in your POH, slow to an appropriate turbulence penetration speed, which for most GA aircraft is your aircraft's Va. Once you reach Va, try to minimize power adjustments, and don't "chase" the speed. Because of turbulence in a thunderstorm, it will most likely be difficult to maintain an exact airspeed, so try to stay on the slow side of your Va.

Disengage Altitude / Speed Hold On Your Autopilot

Focus most of your attention on maintaining a level attitude, and allow your airspeed and altitude to fluctuate. If your autopilot is engaged, consider disengaging altitude or speed hold modes while you're in rough air.

Why? Because these modes will only increase aircraft maneuvering as the autopilot tries to re-capture its altitude and speed parameters. The resulting structural stress is exactly what you're trying to avoid. So instead, allow airspeed and altitude to fluctuate while maintaining a level attitude.

Turn Your Icing Equipment On

With convective activity, there's an increased potential for icing conditions. As soon as possible, activate your anti/de-ice systems. Icing, especially in storms, can be rapid and unpredictable.

If There's Lightning, Don't Look Outside

Lighting has serious potential to temporarily blind pilots. When flying around storms, especially at night, keep your eyes focused inside the cockpit. And at night, turn up flight deck lights to the highest setting to help avoid being blinded by lightning.

Staying Clear Of Thunderstorms

The smartest way to avoid thunderstorms is to keep your distance, and never fly through embedded thunderstorms. Thunderstorms can and do cause aircraft structural failure and fatal accidents.

Keep a safe distance, and you'll never need to use this advice. But if you do find yourself in bad weather, get out of it as quickly and safely as possible, and use all of your resources (including ATC) as soon as you can.

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 (April 22) – Zoom at 7PM VMC Club (April 28) – Zoom at 7PM

Flight Log – PALS and AFNE

By Jeff Scorse

I've been *meaning* to write an article about some of the PALS (Patient Airlift Services) and AFNE (Angel Flight New England) trips I've had the *privilege* of taking part in, tonight is the night....

So, here 't goes... over the past 2 years I've been blessed and honored to fly as either command pilot or mission assistant on several PALS and AFNE missions. In short, I think I've found my why – as in why do I fly, or maybe why did I work so hard to obtain my instrument rating – which was one of the hardest things I've ever done.

Most fortunately, I was able to start out as a mission assistant flying with my then plane partner Bill D. in his amazing Beech Baron. The Baron is an extremely capable aircraft that is large and comfortable for passengers – if not quite as much for the pilots up front. We flew several missions together and I was able to learn the process and get some amazing views in to boot. This one here was enroute to the New Jersey shore over Long Island. I would recommend anyone interested in volunteering to start out helping as a mission assistant. Life at Logan is much more manageable with two pilots especially at night (thank you Pat!) or when it gets busy.



Later I moved on to be command pilot for several missions around New England. The more missions you have under your belt the more confident you begin to feel working in complex air space or dealing with unexpected directions from ATC. Over the years we've had ATC change our runway while nearly ready to turn final as well as *not* provide a requested runway, only to find the controller knew what he was doing by providing an easy taxi to Signature via runway 33L (from RW 4R) – which ends directly at the FBO. I've found the controllers in the NE area very accommodating – especially when you add "Compassion Flight" to your initial call in – or even after when you get the feeling you're *kinda* in the way in your painfully slow Piper.... that time, the controller immediately turned me inbound to the departure runway rather than attempt to fit me into the long line of arrivals of much faster planes. I can get in and out of the way much faster than the more typical turboprops or jets.

Two of my more recent flights had a big impact on me, hence the push to write about them here. I've been choosing some longer flights to stretch my horizons, so to speak. One recent flight was from KBOS to KPBG (Plattsburg, NY – see photo of the Warrior on a lonely ramp) with a delightful, somewhat older couple. We are provided with a basic medical condition report, so we have some idea of why the patient is being transported. In this case the gentleman was a 'cardiac transplant' candidate, I thought. I found out only after cruising along over the Green Mountains of Vermont on a spectacular late afternoon flight, that the



gentleman sitting next to me – shoulder to shoulder, carried another man’s heart in his chest. It just hit me hard. What an amazing experience! He went on to explain that he (and his wife) had two adult children (both married) and four grandchildren. He said, simply, that the donor heart has provided a second chance at life and an opportunity for his family to grow older with grandpa. I nearly broke down in the cockpit sitting next to them.

The next one was just this past Friday. There are three criteria we pay attention to for these missions: Namely, weight, total distance, and efficiency. The first two are straight forward, but efficiency is a measure of how much ‘out of the way’ the mission is from your home base. This mission was dead on at nearly 100 percent efficient (KBGR – Bangor to KBAF – Barnes) and *extremely* light for *two* passengers at 148 lbs total. That’s because the *patient* was a 6-week-old baby and mom was a 29 year *young* adult - in my book.

The mother had never flown in any airplane and was clearly a bit anxious about the mission, so she asked if she could bring along her younger sister with flying experience. Her 22 year old sister was tiny as well, so weight was not an issue but I could no longer bring a mission assistant along for the trip in my four seater. I was very comfortable flying into both Bangor and Barnes as they are towered and are fairly low traffic airports. The only *issue* was the total trip distance at 835 nm for the complete round trip – I choose to take on both legs as the wait at BAF wasn’t all that long, and there is a good restaurant (see photo) at Barnes. We were able to take off right after they returned from the hospital making the whole experience less stressful for family and simplifying logistics planning for everyone involved. BTW: The baby slept the entire trip – both directions.



I couldn’t have been more blessed with the mission. It was an entire day of flying and the 4 hours chatting (or just quietly listening to music we all enjoyed) with these wonderful young women and baby made the experience something I will cherish for a very long time. Unfortunately, for mom and baby, they will be making this trip 6 more times over the next 6 weeks. PALS will be saving them 10 hours of driving time with each trip for their 30-minute visit with the doctors as Shriners works to correct the baby’s deformed feet long before baby attempts his first step. I need to add, that the mother was very experienced as this baby was her 5th with her oldest at 11 year old already.

You really never quite know who you’ll have sitting next to you, or in the backseat when you accept these missions, but I can say that everyone I’ve met so far has been an amazing experience and I so look forward to each and every mission. I can’t say this enough, that if you can meet the qualifications (IFR and >350 hours) I know you’ll find it an extremely rewarding experience making wonderful memories while doing what we love.

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-50LE650U

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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