

Fitchburg Pilots Association

EAA Chapter 1454

Newsletter



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- Next FPA Meeting is:
Tuesday Sept 11th 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

September 2018

Let's go fly and have some fun!



Mark Estabrook - N79818
President, Fitchburg Pilots Association EAA Chapter 1454
mestabr@gmail.com

Your Busy FPA!

Big shout out to a bunch of our members and their efforts to get our windows installed. They have 7 of 8 complete! It's really bright and airy in the hangar now. I can't wait to have the last



one done so we can have a better view of the pink flamingos... what? We have a new retractable video projection screen that will be installed soon (donated by a member) and then the last window will be installed behind that screen. With the windows it's really starting to feel like a club house at the south end of the hangar, which is great. This was part of the mission for getting the hangar built. Couple of couches and tables and we'll have it made!

We have a new tenant in the hangar - a Cessna 150. We only lost a couple of weeks of rental revenue in the transition of this Cherokee leaving and this C150 coming in. This is a beautiful aircraft – please keep the drool marks to a minimum! My first airplane was a C150 – and I loved it. I miss it to this day... unless I'm trying to get around weather in which case I prefer my Mooney! ☺ With the C150 we now have two high wing and two low wing aircraft so the fit inside the hangar is great.

We have water on the outside of the hangar (west side), so you can wash your plane if you wish next to the hangar. We could even

purchase an airplane wash kit for all members to use and share if the members so decide – something to think about and maybe discuss at the next meeting.

Our calendar is chock full for the rest of the year. Wings program in September and November. And DO NOT MISS our October meeting and the presentation of an RV-12 kit build and the plane itself on display. The RV-12 is so popular Vans is making a production model in addition to the kit. It's a GREAT aircraft. Mark your calendars NOW for this great event!

My two youngest girls started the new school year now which includes all the extra-curricular activities. I see that every day of the week is booked with dance, gymnastics, soccer or church – except Thursday! So I know from firsthand experience that it is not easy to balance family, job and flying. But keep an eye out for an occasional Thursday fly out – I hope! 😊 Hopefully I'll see you out around the pattern as you figure out how to squeeze a few hours into your very busy schedules!

Lastly, we have our final Young Eagles event coming up Sunday September 16th from 9AM to 1PM. We NEED some pilots. Please consider lending your time and aircraft to this worth and rewarding opportunity. I just passed my 100th Young Eagles flown milestone this June and I'm frankly really proud of my small contribution to creating interest in aviation with the kids. Please contact Patrick Daykin directly if you have any questions or interest in supporting the event or just sign up on meetup (pdaykin@hotmail.com). Even if you don't fly we can use your help in the logistics during the day.

Have fun, fly safe,
Mark , President FPA /EAA 1454



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	Mark Estabrook	Fund Raising	Chris Lund
Vice President	Glen Reinhardt	Food	Glen Reinhardt
Treasurer	Gary Daugherty		Dave Dion
Secretary	Dave Babineau		Bob Scales
			Dave Babineau
Key Contributors	Names		Chris Lund
Program/Wings Coordinator	Jim Bisson	Scholarship	Gary Daugherty
Young Eagles Coordinator	Patrick Daykin		Dick Maki
Membership Coordinator	Glen Reinhardt		
Newsletter Editor	Jeff Scorse		
Merchandise Representative	Steve & Patty Bortle		Jim Bisson
Aviation Center Manager	Dave Dion		Dick Maki
Aero Fair Coordinator	Dave Dion		Mark Estabrook
Santa Visit Coordinator	Patrick Daykin		Ed Murphy
Past President, Organizer	Steve Bortle		
		Safety	Dave Dion
			Gary Daugherty
			Dick Maki

New Members!

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

New Members for September 2018

Michael Mitchener:

Michael joined our Meetup site and just got his pilot's certificate and is looking to meet other pilots. He currently rents but is looking at possibly a Mooney or Socata.

Geoffery Kelly:

Geoff just joined the FPA as a full member. He also became a renter of one of our hangar spaces with his C-150. He attended his first Saturday CD2L and we look forward seeing him at our meetings as well.

Gregg Shoults:

Gregg just joined the FPA as a full member and is building an RV-10. Gregg also attended his first CD2L and we look forward to seeing him at our other meetings as well.

FPA currently has 87 paid members and 105 total, including Lifetime and Honorary members.

!! 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



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:

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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

September Topic - Night Emergency Landings (from "Pilot Workshops") - good advice as we are losing daylight now and return flights to FIT could be under night conditions

"An engine out at night is something none of us want to face. The only sure bet is an airport, but even if you have an airport within gliding distance, making the landing still takes plenty of skill and a little luck.

Naturally, we want to stay away from the lighted areas as those are most likely populated. Some people suggest you go for a black area but the problem with that is you cannot see obstacles.



There are those who like to suggest highways or freeways. Yes, these are sometimes lighted but they also have cars on them. Further, next time you drive on a freeway, look at all the wires, signs and ditches you see. So even if you can miss the cars, there is still a lot of stuff to hit.

In certain areas in the winter, frozen lakes are a bet. At least there are no obstacles to worry about. Of course, there can be issues with snowdrifts and crusted snow but at least one should be able to make a controlled touchdown.

It is extremely important to maintain situational awareness when flying at night and to consider your options before departing. You should consider altering your course to remain near airports."

Flight Log

By Dave Dion - **Flyout to Leesburg VA (Something Different)**

It's been on my "to do" radar for two years - fly an airplane to Leesburg Executive Airport VA (just a few miles West of Dulles Airport) to visit my baby brother Jeff and family. The weather for August 24 - 26 looked good. Jeff brought his daughter to Virginia Tech the weekend prior, so Jeff was around ... so time to do it. I flew Ed Littlejohn's Cirrus SR22 (N890CD). The trip from Fitchburg to Leesburg is ~340 air miles.

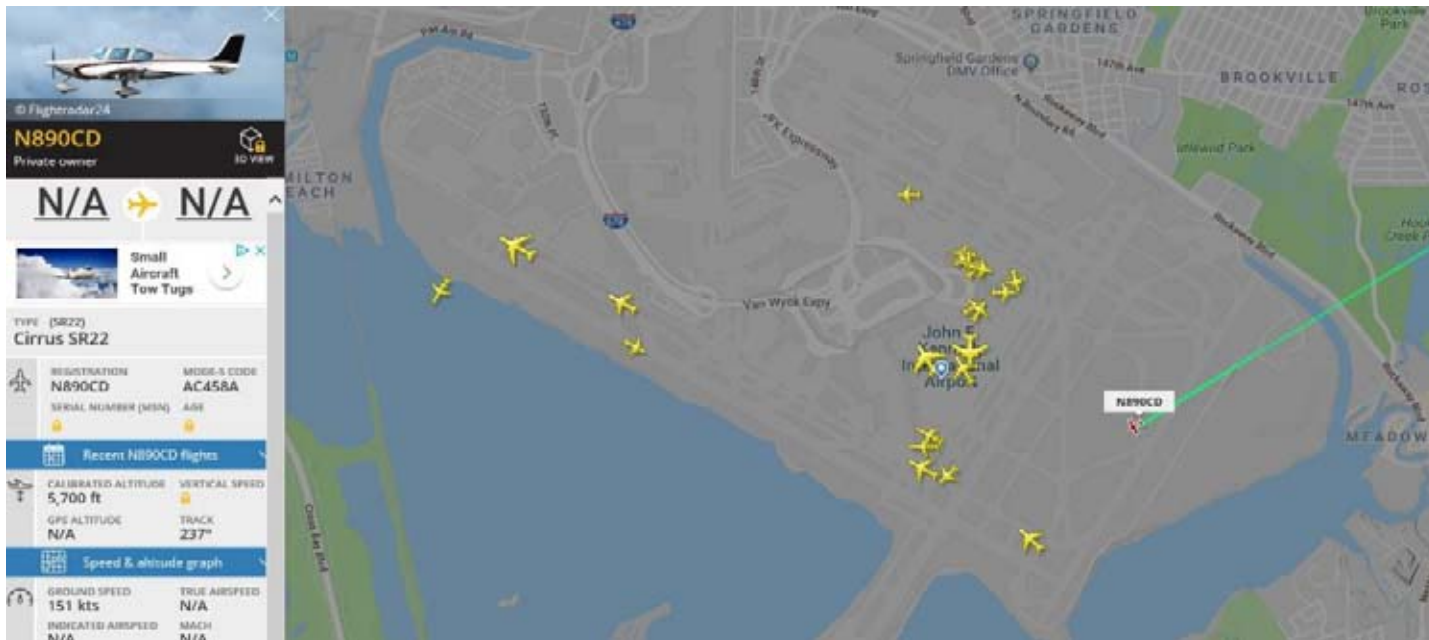
I filed an IFR flight plan to Leesburg (Victor Airways) to stay West of New York, Philadelphia, and Baltimore - stay clear of the heavy commercial traffic around those airports. Upon departure from Fitchburg, I was "cleared as filed" and on my way on Friday, August 24. Soon after leveling off at eight thousand feet and heading to the first route waypoint ("BOSOX" - Southeast of Worcester), Boston Center handed me off to Bradley. Upon check-in with Bradley - the controller said "turn right to 270 and standby as we need to change your route". Hmmmmm - maybe direct present position to Leesburg ?? NOT. Bradley rattled off an entire new route of flight ... different Victor Airways and Waypoints all the way to Leesburg. Why the change ??? Maybe due to IFR traffic flow and / or weather ??? Inquiring minds would like to know ... but only ATC knows for sure !!!



I reprogrammed the GPS with the new route, told Bradley I was all set to proceed, and was cleared direct to Norwich VOR (Southern Connecticut) - the first new waypoint. The new route took me down to Long Island then direct to JFK at six thousand feet. Initially, I planned to avoid the big city airports ... but now I was on New York Center and closing in on JFK (in actual IFR - a deck of cirrus clouds and hazy smog I think; see picture to left).

My brother Jeff was tracking my flight on flightradar24.com and captured me in the SR22 (N890CD) right over JFK (picture to right). I did break out of that temporary "in the weather" situation - but only after passing JFK.

The rest of the flight, South to Leesburg, was "re-planned" - basically down the East Coast to the East of Philadelphia / just West of Atlantic City, direct to Baltimore, then radar vectors around the Washington DC SFRA (Special Flight Rules Area) to Leesburg Executive Airport (KJYO).



On Saturday (August 25) visiting Jeff, we decided to do some local / VFR sightseeing. We could think of three Civil War National Battlefield sites just a short distance from Leesburg (Harper's Ferry, Antietam, & Gettysburg) ... so that was the day's mission (see flight path plot below). We departed Leesburg (JYO) and headed to Harper's Ferry (the Southerly 360 is over Harper's Ferry, WV); then a little more North to Antietam (middle 360 is Antietam, MD); then East over Frederick (MD) then North to Gettysburg (the North 360 is Gettysburg, PA). See picture below: Day 3 of Gettysburg - Confederate "Pickett's Charge" from Seminary Ridge (on the left) to Union Forces one mile away on Cemetery Ridge on the right.

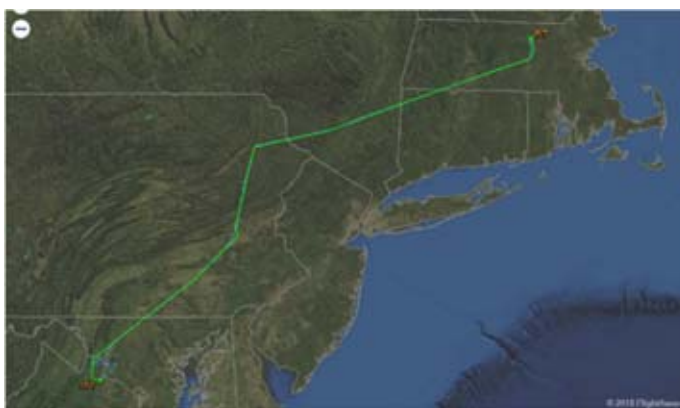
All three Civil War Battlefield sites are "conservation" areas ... so we flew a minimum of 2,000 feet above those sites. After Gettysburg we headed South then West to do



an autopilot GPS to RWY 14 at Winchester (VA) then called it a day and returned to Leesburg.

The return IFR flight (see radar track below) to Fitchburg was on Sunday (Aug 26) ... as planned (really) and uneventful (boring is good !!!). The return route was up through Eastern Pennsylvania then angling through Connecticut and into Massachusetts (~365 air miles). The return idea: be far enough west of the New York City airports where I was out of the way and not likely to face another flight re-routing. One major IFR re-routing was enough for me ;-)

Hi brother Jeff - nice to see you!



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