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9/8/20 – 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



I know many of you are anxious to have a face-to-face monthly meeting. Probably just as many of you are anxious about having a face-to-face meeting. This month we will test out our capability to offer both. The meeting will be via Zoom but originate from our hangar and make use of the projection and sound system. I will be trying to iron out any process issues with the goal of offering face-to-face in October to a set number of attendees and Zoom for the rest. There still will be no food service; since we cannot provide adequate separation and sanitizing to meet state, local, and EAA guidelines. Tune into our Zoom this month and help me work out the processes to make an in-person meeting possible.

Several people have been busy at the hangar and the airport. Self-serve fuel is up and running. This has been a request for several years, and it is wonderful to see. It is situated right across from our hangar. We have a sink and running water in the hangar--both hot and cold! This has been another request that has been several years to achieve. This is even more important now, since we can now wash hands when we gather and while the terminal building is still in shutdown.

We are looking for additional donations to help with the fact that we did not have our usual fundraisers this year due to Covid-19. The Board of Directors has also been looking at different fundraiser opportunities, but we will not turn away an outright donation. We currently have a \$3,000 deficit in forecasted budget. The water/sewer hookup was at a cost of \$3,500. So, dues aside, now would be a great time to consider donating to the organization.

If you are flying out for breakfast or lunch and can handle some additional company, post your flight up a few days ahead of time via aviation-94@meetup.com. You may get a few other planes to join you. It is a good way to catch up with fellow pilots, hopefully in an outdoor setting with proper separation.

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 |
| | | Food | Glen Reinhardt |
| Committee Chair and Chairmen | Names | IMC/VMC Club Coordinator | Dave Dion |
| Aero Fair Coordinator | Dave Dion | Simulator Coordinator | Mark Estabrook |
| Facilities | Dave Dion | Airport Commission Rep | Richard Gersh |
| Nominations | Ed Littlejohn | | |
| Safety | Dave Dion | | |
| Scholarship | John Arsenault | | |
| Young Eagles & Santa Fest Coordinator | Patrick Daykin | | |

!! 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.

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

Fuel Log – Fun at the New Self-serve Fuel Pump

FPA member Chis L tries out the new self-serve pump. Initially ... some difficulty finding a “lever” (versus green “start” button) and Chris couldn’t remember any details from his law school course on operating airport self-serve pumps.



Eventually and with some assistance - Chris was ready to pump the 100LL.

Earlier we had some very young eagle visitors asking Tom for fuel, but he couldn’t find the fuel cap.

The other night yours truly was able to fill up after hours, after a night currency flight with very bright lighting – such a treat!



Safety Corner – What Is Cruise Climb Speed (Vcc), And When Should You Use It?

by Dave Dion, FPA Safety Committee Chair

(Reference “Bold Method” Article, Sept 2020)

If V_x is your best angle of climb (used to reach an altitude in the shortest lateral distance); and V_y is your best rate of climb (used to reach an altitude in the shortest amount of time); then what exactly is **cruise climb speed (or Vcc) ??**

V_{cc} is commonly called "enroute climb speed", and it's always faster than V_y . Unless a steep climb is required to avoid terrain or to fly a departure procedure, cruise climb speeds allow you to fly faster, with a relatively small loss of climb performance.

Once you've reached pattern altitude or 1,000', transitioning to cruise climb speed might be a good idea.

Benefits of Flying Vcc

Cruise climb helps you in three ways. First, increased airflow keeps your engine cooler in the climb. That's especially important for high-performance piston aircraft. Second, cruise climb gets you to your destination faster. You do lose some climb performance, but in most aircraft, it's an acceptable (and sometimes almost imperceptibly) loss of climb performance, in exchange for faster forward airspeed in the climb.

And finally, you get better forward visibility in a cruise climb. After all, you're supposed to be looking out the window for traffic. Plus, a reduced pitch attitude can make your passengers feel more relaxed. If you're flying an unpressurized aircraft, the reduced rate of climb can also help mitigate pressure changes that your passengers experience.

When Is A Cruise Climb Speed Published?

It depends on the plane, but in general, the higher the performance, the more likely you are to have a published cruise climb speed.

But even the Cessna 172S has a recommendation for cruise climbs. The 172's sea-level V_y is published at 74 knots. Enroute climb (V_{cc}) is published at 75-85 knots. Here's a quote from the POH...

"Normal enroute climbs are performed with flaps up and full throttle and at speeds 5 to 10 knots higher than best rate-of-climb speeds for the best combination of performance, visibility, and engine cooling."

An Easy Rule-of-Thumb If You Don't Have A Published Vcc

If you want to figure out the cruise climb speed for your airplane, and you don't have a published speed, a good rule-of-thumb is to find the difference between V_x and V_y , and add that number to V_y .

For example, a POH for the Piper Warrior III has a V_y of 79 knots and a V_x of 63 knots. Add the difference of 16 knots to V_y , and you can estimate

Cruise Climb Rule-of-Thumb

Find the difference between V_x and V_y , and add that number to V_y .

If...
 $V_y = 79$ Knots
 $V_x = 63$ Knots



Cruise climb is about...
95 Knots (79+ 16)

[boldmethod](#) >

cruise climb speed to be around 95 knots. Depending on weight and performance, 95 knots might be a little on the high side, but it's a good ballpark to start with. It also gives you a speed you can start experimenting with in the climb.

A Cooler, Faster Climb Speed

If you have the capability to fly a cruise climb departure, you can shave time off your trip, keep your engine in better shape, and make your passengers in the back more comfortable.

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 (Sept 17) – Zoom at 7PM

VMC Club (Sept 23) – Zoom at 7PM

See Meetup to sign up

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