

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



April 2018

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- ✈ New Members
- ✈ Dues are DUE !!
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- ✈ Next FPA Meeting is:
Tuesday April 15th 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.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration/
www.massdot.state.ma.us/Aeronautics

Key Weather Links

www.windytv.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



Let's go fly and have some fun!

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

President's Corner

FAA Wings Program at April's Meeting - Battle of Britain

Looking for some new FAA Wings credit on your way to "Master Wings" status? Pilot/Author/Historian and FAAST Team Rep Graeme Smith will present a historical account of the difficulties the RAF faced during the Battle of Britain - Nazi Germany's first major defeat in WWII. The campaign lasted from July to October 1940 and followed Britain's defeat at Dunkirk. Graeme's presentation will include a video interview with one of the Wing Commanders in the RAF talking about how life was for the pilots, as well as a number of pictures, maps, etc. to augment the presentation all coming together to provide a compelling multimedia presentation. Please join us for an fun and informative presentation.



Ford V8 Club Food Event –

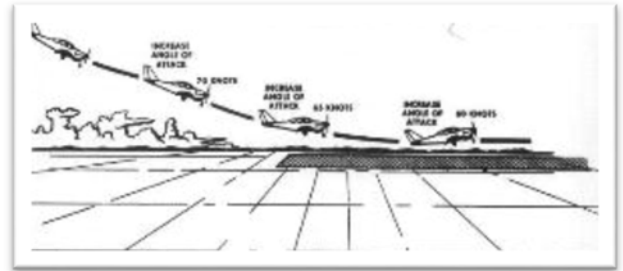
Sunday April 22nd (Set up on the 21st)

I don't often push for volunteers at events. I think the FPA is here to serve your needs, and not vice versa. But if you are at all inclined to volunteer to help out, this is our big money maker for the year, and we need a lot of hands on deck to be successful. And by the way it's usually a really fun event with people laughing, goofing, despite working hard. We need people stocking food, taking money, cooking

on the grill, deep frying onion rings & French fries, etc. etc. It takes a lot of hands. We also need people to setup and tear down of course. Please sign up on meetup or reach out to our event organizer Bill Broderick at willygoat24@hotmail.com.

Always Learning...

Fly outs are not only a chance to enjoy flying, have fun hanging with FPAers, and usually having some great food, it turns out it's also time to learn and perhaps even eat some humble pie. At one of our recent fly outs we had a pilot who was being checked out in a new aircraft over a number of weeks. The instructor was teaching the pilot an approach to land that focused on using power to adjust airspeed and pitch for altitude, or more specifically an aiming point. What! My approach to landings, and I'm willing to guess that most of yours, use pitch to set the airspeed and power to control altitude.



We kicked this question around the table for a bit and most of us were pretty sure the CFI must be wrong! But the CFI is highly respected and has more experience than all of us at the table combined. I did some reading online after the fly out in hopes of understanding this debate better. What I found was that although there are competing opinions, it is clear that both methods are taught and are considered 'good' techniques. The FAA doesn't seem to favor one over the other either. One blog made that case that ATPs learn the power = airspeed approach because many aircraft with autopilots didn't have auto throttles. The natural solution was to have the autopilot control airplane direction (of course) and the pilot use the throttles to then control airspeed. I have on good authority that there are solid aerodynamic reasons why this method should be flown regardless of autopilot capabilities. I love data and theory, so I'd like to understand this in more detail.

I also came across an argument on-line that for higher performance wings such as on the Mooney, using power to control airspeed may lead to more consistent and accurate landings. Consistency in landings is not easily obtained in a Mooney, so that's worth thinking about for me. I feel like I've been chasing that goal for 15 years and I am still not there. I'm not ready to change yet, but I am certainly still thinking the question through and look forward to more discussions with my fellow FPAers on this subject and others. Keep learning – it's usually free!

It's Free!

Speaking of free, most pilots that I know are not flush with excess cash. So I wanted to pass this little tidbit along for those thinking about an EFB but concerned about the cost. Some years ago we had 2 or 3 ad hoc FPA meetings on the subject of electronics and electronic flight bags. This was really helpful to members considering using the EFB. ForeFlight, WINGx, Garmin Pilot and others have added a lot of capability since then, but also increased price significantly. I'm a huge fan of ForeFlight and for me the price is worth all the features and how easy my pre-flight and in flight planning and monitoring have become.

I've been following a company called "fltplan brief" for years. They provide a free flight planning service that started out with on-line only service targeted at flight departments handling multiple aircraft and pilots. In recent years they added phone app support. This past month they announced that they will connect with a number of ADSB boxes from Garmin, including the popular GTX345. This system provides flight planning, weather, traffic, even AHSR, geo-referenced maps, approach plates, AFD, etc. All of this for no fee! For those of us wanting to step up to tablet or phone based moving map flight tracking, traffic monitoring etc., www.fltplan.com is probably worth a look. It is not as slick or as complete as ForeFlight, WingX or Garmin Pilot but it is highly featured nonetheless... and of course free (at least for now). Maybe it's time for another special Flight Electronics Review meetup?

Until next month, fly safe, have fun...

Mark , President FPA /EAA 1454

FPA / EAA 1454 Officers, Committee Members, and Key Contributors

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

Please note: Any member can be emailed through the Members Section of our FPA Meetup Site

New Members!

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

New Members for April:

Antonio Aleman is a student with FCA.

Tim Smith has a Beech 36 based in Fitchburg

John R: John owns a Cessna 180J Skywagon and has his SEL, SES, Instrument and tailwheel!



Dues are WAY “over” Due!

2018 Dues are the same as last year:

\$50 required (non-tax deductible) and \$40 requested (tax deductible)

As a reminder, the reason for the split is that we agreed not to rent to a 5th aircraft giving us great dedicated club space for all our activities. I think the space has worked out really well for us. Even with the extra gliders in there right now. The lost rent is equal to \$3,900. So we raised dues, but decided to split the raise so that some of the increase would be tax deductible. When you pay your dues please consider giving the additional \$40. You can pay it all at once and we'll split it out on the books.

You can pay by as follows:

Check: Bring the meeting, drop off at the airport in our mail box, or mail to: *Fitchburg Pilots Association*

*563 Crawford Road
Fitchburg, MA 01420*

On Line:

www.fitchburgpilots.org. Go to the “Donation/Payment” tab (upper right corner)

Select Either...

- Dues (PayPal) -or-
- Hangar Donation (PayPal or Debit/Credit Card)

For some reason the Debit/Credit option is not under “dues”. But if the amount is \$50 or \$90 we'll know it's for dues.

Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

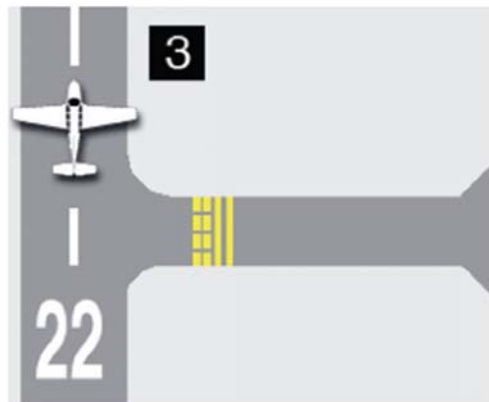
April Topic – Runway Markings

Purpose - pilot items of interest to support your refresher training and flight safety

The flying weather is truly improving and daylight is increasing ... so more breakfast and dinner flyouts are likely. How much do you recall about runway signs - if your flyout destination takes you to an unfamiliar airport with multiple runways and lots of signs ??



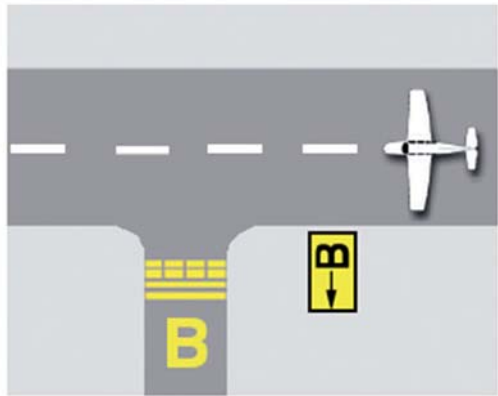
To refresh your knowledge - see below from
AOPA Air Safety Institute



Runway Distance Remaining Sign

Indicates the distance of runway remaining in thousands of feet. In this example, 3,000 feet remain on the landing runway.

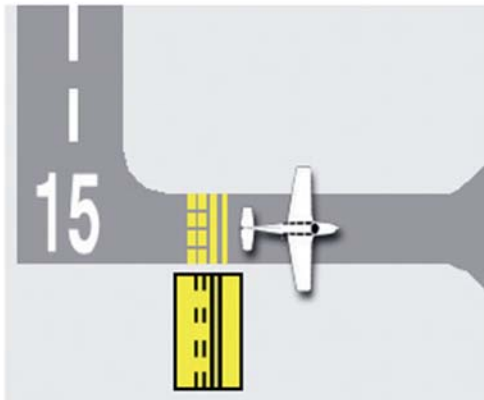
Ref. AIM Para. 2-3-13



Direction Sign for Runway Exit

Indicates a taxiway exit from a runway. Located just prior to the intersection on the same side of the runway as the taxiway exit.

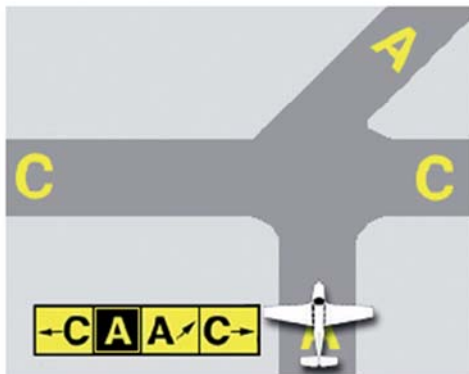
Ref. AIM Para. 2-3-10/11



Runway Boundary Sign

This sign faces the runway and is visible to pilots exiting the runway. It is located next to the yellow holding position markings painted on the taxiway pavement. Taxi past this sign to be sure you are clear of the runway.

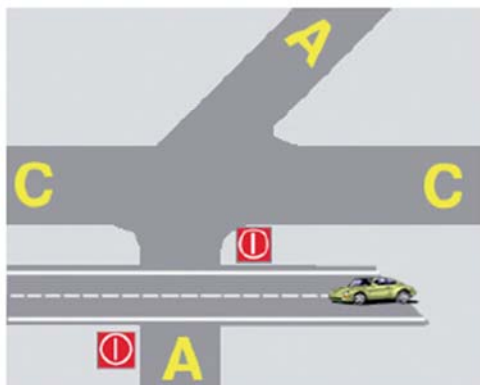
Ref. AIM Para. 2-3-9-a-3



Taxiway Direction Sign

Usually located next to or in an array with a taxiway location sign, these yellow signs indicate the name and direction of intersecting taxiways. In this example, taxiway Charlie is to the left and right, and Alpha is ahead and to the right.

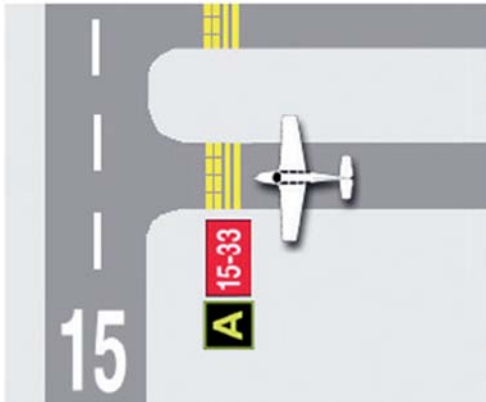
Ref. AIM Para. 2-3-10/11



No Entry Sign

Prohibits an aircraft from entering an area, such as a one-way taxiway or the intersection of a road intended for vehicles.

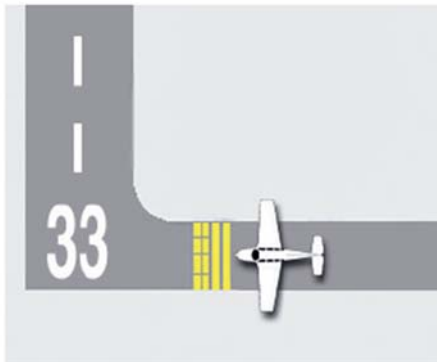
Ref. AIM Para. 2-3-8-b-4



Taxiway Location Sign

Indicates the taxiway on which the aircraft is located. May be co-located with direction signs or runway holding position signs, as shown in graphic.

Ref. AIM Para. 2-3-9-a-1

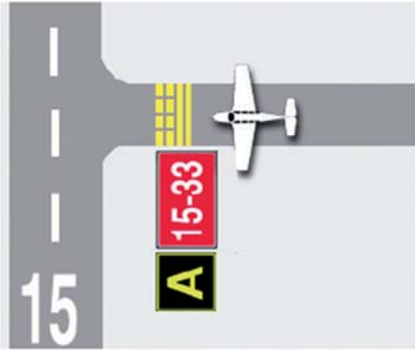


Runway Holding Position Markings

A yellow surface-painted marking on a taxiway, typically collocated with a red and white runway holding position sign, indicates that an aircraft or vehicle must stop at the double solid lines until cleared to cross by ATC. This marking may also be seen on a runway, or with a taxiway approach hold sign, in which case ATC will provide appropriate hold short instructions.

Ref. AIM Para. 2-3-5

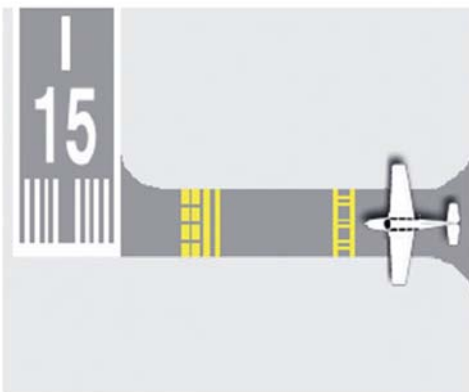
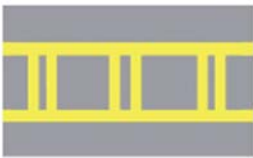
15-33



Runway Approach Area Holding Position Sign

Located next to the yellow holding position surface marking on taxiways or runway intersections. In this example, the threshold for Runway 15 is to the left and the threshold for Runway 33 is to the right. Aircraft may not move beyond this sign/marking unless instructed by ATC at towered airports, or by ensuring adequate separation of aircraft at non-towered airports.

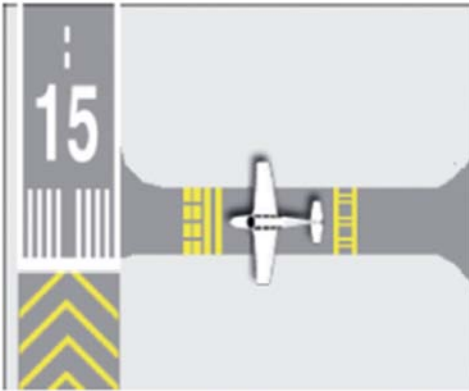
Ref. AIM Para. 2-3-8-b-1



Holding Position Marking for ILS

Typically co-located with the red and white ILS Critical Area Holding Position sign, this surface marking indicates the boundary of the ILS critical area. Aircraft taxiing beyond this point may interfere with the ILS signal. Hold short of this location when instructed by ATC.

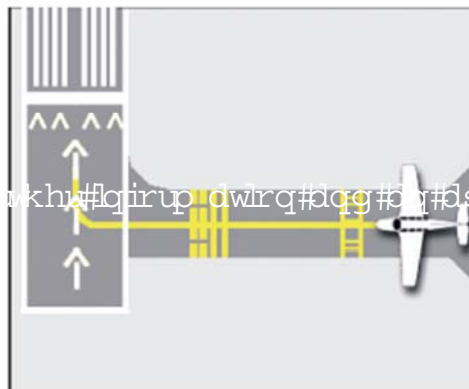
Ref. AIM Para. 2-3-5-b



Chevron Markings

Indicate areas of pavement aligned with the runway that are unusable for taxi, takeoff, or landing. Chevrons cover blast pads or stopways, which are constructed to protect areas from erosion caused by jet blast and to provide extra stopping distance for aircraft (stopways).

Ref. AIM Para. 2-3-3-i-1



Displaced Threshold

A displaced threshold designates where the runway's landing area starts. White arrows along the centerline of the runway indicate the portion between the beginning of the runway and the displaced threshold. This portion is available for takeoffs in both directions and landings from the opposite direction.

Ref. AIM Para. 2-3-3-h-2

Hangar Happenings

Brrrrr ... after one of the March Nor' Easters



Noses are cold ...but hearts are warm at the hangar !!!

One day the snow is gone ... so three of our hangar "birds" are soaking in some of the Spring sun and ready to fly (L to R: the Cirrus SR22; the Cirrus SR20; & the Cherokee)



Dave Dion

FPA Hangar Manager

1975 Starduster Too

N22JB



- 1140 TTAF; 895 TTE; will be flown until sold
 - KT 76A Transponder
- Garmin GTR 200 COMM with Intercom
- New Hooker Harness in Rear Cockpit
- O-320 , 150HP, Runs Great; flown regularly
- Currently in Annual, Ready May 1, 2018 +/-
 - All compressions 72+
- Sweet flyer; "Gentleman's Acro" encouraged!

Always Hangared; based @ KFIT (Fitchburg Municipal Airport), Fitchburg, MA

1/3 Partnership Available, \$8,000.00
Monthly Dues of \$175.00 cover all annual expenses

Also available for outright SALE, \$24,000

Contact Dave; 508-331-1552; davebly@myfairpoint.net

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