

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



President's Corner

August 2019

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Tuesday Aug 13th 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/



Let's go fly and have some fun!

Glen Reinhardt - President, Fitchburg Pilots Association EAA Chapter 1454

Fly Safe – Fly Often

Glen Reinhardt, President Fitchburg Pilot's Association, EAA 1454

The most important topic for this month is the closure of runway 32-14. As of August 6, runway 32-14 is closed for the next year. The impact



will be great. The remaining runway 02-20 has no lighting system, hence no night operations - period. That is not so bad during the summer, but sunset comes early in the winter. Crosswind landings will be the norm. Practice and set your personal minimums for crosswind conditions. Spacing in the pattern will need to allow for back-taxi on runway 20. So, remember to factor that into your pattern. Instrument approaches are limited to an RNAV to runway 20 and a circle to land to the same runway. Some pilot's mission demands night operations capability. Those pilots will likely move their planes to another airport - hopefully to return in a year. After a year, we should have a new 5001' runway 32-14. To get there, we will have a period when the airport will be closed to all air traffic. In the end 02-20 will cease to exist, and we will become a single runway airport. It will be an interesting year. We

will need to be flexible, adaptable, and careful in flying in and around the airport. Keep up on the NOTAMS. If you are not sure, stop in the FBO and ask.

The last few weeks included a trip to Oshkosh and EAA's AirVenture. This was my 6th visit, and the first time I flew via commercial air carrier. I have to say, more than half the fun is flying there in a personal aircraft. As I sat in seat 12B, one of our house-mates flew in on an Eclipse jet. Another flew home in Paul's TBM 850 - giving up a first class seat on a commercial aircraft! It seems each one of us sought out Louise Anderson's memorial plaque at the Brown Arch to pay tribute to a much-admired lady who loved AirVenture more than anyone I know.

I saw my first night airshow; and it was wonderful, especially with a thunderstorm sitting off the south end of the airport. As airshow planes climbed and rolled and spouted flares and fireworks, nature provided a backdrop of lightning strikes as fireworks of her own.

As usual, I saw a tenth of what I planned on seeing and so many things I never planned to see. I met up with David and Patti Ross who were part of the Ford Tri-Motor team that came to visit us several years ago. I may volunteer there next year. I really like that airplane.

Fly safe and fly often.

Glen

A note from Glen:

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. Even so, we still need to fund raise a bit 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, providing food for the Early Ford V8 car show, pretty much completes the fundraising effort and gets us to a break even for the year. 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 St
Fitchburg, MA 01420

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	Glen Reinhardt	Fund Raising	Chris Lund
Vice President	Dave Babineau		
Treasurer	Gary Daugherty	Food	Glen Reinhardt
Secretary	Chris Lund		Dave Dion
			Dave Babineau
			Chris Lund
			Gary Daugherty
			Dick Maki
		Scholarship	Jim Bisson
			Dick Maki
			Mark Estabrook
			Ed Murphy
		Safety	Dave Dion
			Gary Daugherty
			Dick Maki
		Airport Commission Rep	Richard Gersh

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:

AmazonSmile is a website operated by Amazon with the same products, prices, and shopping features as Amazon.com. The difference is that when you shop on AmazonSmile, the AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice. Every item available for purchase on www.amazon.com is also available on AmazonSmile (smile.amazon.com) at the same price. You will see eligible products marked "Eligible for AmazonSmile donation" on their product detail pages.

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

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: you and the attending pilots are able to share knowledge and experiences, network, promote safety, and build proficiency in instrument flying (IMC Club) or under visual flight rules (VMC Club)

When: **IMC Club** (3rd Thursday @ 6pm) and **VMC Club** (3rd Saturday @ 9:30am); both scheduled via FPA Meetups

!! 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



Flight Log

By Jeff Scorse

It was inevitable..... having to make the hard choice when facing a tough weather go/no-go decision.

“There I was”, stuck in Morristown, NJ (KMMU) with questionable MVFR weather all around me last Tuesday (8/6) afternoon. It was severe clear just northeast of me but getting there.... Hmmm?

I really did need to get the plane and myself back home for work, and to be brutally honest, more for my pending IFR practical exam the following Tuesday Aug 13. The weather for Wednesday through Thursday was much worse, so if I stayed to wait it out, and couldn't get out this evening, or early morning, I'd be stuck for at least two more days. Weather to the northwest, and southeast was active thunderstorms (moving slowly), but there was a *somewhat possibly* clear path along my intended northeastern flight path back to KFIT.

My options were:

- 1) Head out and perhaps scud run in MVFR till in the clear and *hope* the t-storms don't catch up to me.
- 2) Leave the plane and drive a rental car 4.5 hours home, and plan to get the plane back later
- 3) Stay overnight at the FBO and hope for improvement sometime early evening, or next morning.
- 4) Or make some phone calls to increase the quantity and quality of my options....

Just then my phone buzzed with a message from my plane partner, Bill. He, like a good mentor, already knew where I was and the pickle I had gotten myself into. The message was, “Hey, I'm headed up in the Baron to burn holes in the sky anyway. Need a ride home?”

Well, that added a serious consideration into the option mix. I'd have to leave the plane, but I'd certainly make it home that night, and be able to get to work the next day. Next, I'd have to add a few more options to my decision tree to see about getting the Warrior home. Bill indicated that the Baron was headed into annual the next day, so a return trip from him was out, but the wonderful friends in the FPA might be able to provide *more options* for me. A few phone calls later and I secured at least a few tentative options for a return flight over the weekend to retrieve my “IFR exam vehicle” well enough before the test date that I would be able to get back on track.

Thus, was set into motion the events that followed and continue to move as of this writing. My wonderful flight back home last Tuesday night departed KMMU at 5PM in fairly heavy rain – IFR, but with reasonable visibilities. Bill's Baron is very well equipped with onboard radar and a perfect machine for the job. The view on top was wonderful as we sped home in blissful comfort.

This Saturday morning, weather pending as usual, we head back on the retrieval run. Wish us luck and fair weather.

The key take-away is be sure to gather as many options as you can given the situation you are in. Easy to do when you are safe on the ground – not so much enroute. As much as I hated leaving the plane behind, I've been able to write this story with a clear conscience and of sound mind. I'll never know if that would have been an option if I had taken the chance to get home on my own. Blue skies.... 😊



Flight Simulator Corner



Your Sim Committee:

Chair: Mark E.(mestabr@gmail.com)

Members: Antonio Aleman, Dave Bellew, Dave Dion, Ed Littlejohn, Bill Gruber, Andy Goldstein

Runway 32/14 is not officially closed. Your simulator committee and set up is ready to help! How? We've added a scenario for approach to 20 with a direct crosswind from the north of 10 knots and gusts to 5 (total 15). Your on final 1-2 miles from the threshold of 20. Will you use a crab, or slip approach?

It's great practice to build back your muscle memory on gusty x-wind approaches. We have 4 or 5 different aircraft to choose from (Cessna, Cirrus, Mooney and Warrior/Cherokee). After you land keep that aileron correction in or you'll pay the price! Taxi to the end of 20, turn around and take off, then fall into the pattern for 02 to practice that approach and landing.

Open sim Time every saturday morning

Don't forget, you are welcome come learn to use the simulator on Saturday mornings from 8 to 9:30 or so. There is someone there who can show you how to get things started and set up your scenario if it's not obvious. Or just hang out, drink some coffee and fly that low approach through the rain and fog with gusty x-winds with no stress! ☺ Hope to see you there.

Young Eagles



Antonio (pictured sitting on the floor) ran a flight sim clinic for many of the Young Eagles kids waiting for the flight during the Aero Fair in June. One adult snuck in because it looked like so much fun! Thanks Antonio for hanging in all day and enriching these kids day. Do you have a scout, church or other group you'd like to bring in and let them experience flight – we can help with that.

What scenario would you like to see? Send me a note and someone on the Sim committee will make sure it gets posted.

Keep calm and fly on...

Mark

AERO Fair 2019 - RECAP

By Dave Dion & Dick Maki

The FPA welcomed members, families, friends, and the public to Aero Fair (our “open house”) on Sunday, June 23.

WOW - 1,000 attendees ... all with smiling faces (for a number of good reasons) !!!

The main event - 115 Young Eagles flown.



A FABULOUS variety of static display aircraft on the taxiway (including TBM, experimentals, Cirrus SR22, Decathlon, Extra 300L, Pitts, & others).



The Worcester Life Flight helicopter was “on station” at Fitchburg.



“All Aboard !!” ... as the very popular tractor tour of the airport prepares to depart.

The Fitchburg Fire "Smoke House" provided fire safety experiences for Aero Fair attendees.



In the hangar - lots to see and do:



> A Sterling competition glider ("what - no engine ???").

> The Radio Control Club (including VR & mini drones now).



> Our FPA sim - a large crowd of "test pilots" and onlookers all day long !!!

> The popular pedal cars (grooming future YE candidates ??).

> And a fabulous food menu provided by the Fitchburg Greek Orthodox Church.



See you at Aero Fair 2020 ;-)

Sponsor Page



FPA Store

Buy your FPA Merchandise here!



FAA Safety Wings Programs

This Wings site that has had an overhaul. Looks and flies easy. Try it!



GA Serves America

Go here to learn more about AOPA's GA Serves America.



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BFR's, IFR, Wings, Online Scheduling



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BABINEAU Insurance Agency

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