



### Inside This Issue

- FPA / EAA 1454 Officers, Committee Members, & Key Contributors
- Complacency
- FPA VMC & IMC Clubs
- Next FPA Meeting is:  
**7/13/20 – Via Zoom at 7PM**

### Key Organization Links

[www.fitchburgpilots.org](http://www.fitchburgpilots.org)  
[www.meetup.com/fitchburgpilots](http://www.meetup.com/fitchburgpilots)  
[www.facebook.com/fitchburgpilots/](http://www.facebook.com/fitchburgpilots/)  
[www.fitchburgairport.com](http://www.fitchburgairport.com)  
[www.eaa.org](http://www.eaa.org)  
[www.aopa.org](http://www.aopa.org)

### Key Weather Links

[www.windy.com](http://www.windy.com)  
[www.aviationweather.gov](http://www.aviationweather.gov)  
[www.usairnet.com](http://www.usairnet.com)

### Key Reference Links

[www.fltplan.com](http://www.fltplan.com)  
[www.airnav.com](http://www.airnav.com)  
[www.flightaware.com](http://www.flightaware.com)  
[www.skyvector.com](http://www.skyvector.com)

## President's Corner



*Let's go fly and have some fun!*

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

### President's Corner - July 2020

Until COVID-19 came about, this month the excitement would be at a crescendo anticipating EAA AirVenture. I was planning on flying out again in Chris and Dave's Piper Cherokee. I was also on the list as a volunteer with the Ford Tri-Motor at

AirVenture. My first volunteer effort at this event. Alas, I now wait and hope for 2021.

Just as I am lamenting the loss of AirVenture for this year, I get a text from Chris. "Do you want to fly the Hudson Corridor this Saturday?" Whoa! That would be cool. It turns out Dave D. & Sam are planning to fly an SR20 down the corridor and Chris, who has never flown the route, wanted to tag along in his Cherokee. I had a previous commitment which was erased within 20 nanoseconds of getting the invite. July is looking up!

I have flown the Hudson in a Piper Warrior and a Piper Lance when the twin towers were still there. Then again in a Piper Dakota post 9-11. Come to think of it. I have only flown the Hudson in Pipers!

Also post 9-11 I have flown the corridor that used to exist between Washington Dulles and Washington National airports. Stay below 900' and pretty much over the western I-495 beltway and you could fly under the class Bravo airspace and get a great view of D.C. What a great flying opportunity that will more than likely never exist again.

We have all these wonderful opportunities to do the unusual. KBOS is usually very accommodating with a request for a Boston City tour. I have also done a Bay Tour in San Francisco. As I split the uprights of the Golden Gate Bridge heading into San Francisco Bay I told the controller I was from Massachusetts,

so tell me what I am allowed to do. He replied that no else was over the Bay. Stay below 900' and over the water, but from San Francisco to Oakland to the Bay Bridge was all mine - have fun! Flying in America is great!

If you haven't done a Hudson Corridor flight and circled the Statue of Liberty in your airplane and you wish to, let me know and we'll organize a training session and fly-out to do that.

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	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
Key Contributors	Names		
Program/Wings Coordinator	Jim Bisson		
Young Eagles Coordinator	Patrick Daykin		
Eagles Coordinator	Mark Estabrook		
Membership Coordinator	Dave Babineau	Scholarship	Dick Maki
Newsletter Editor	Jeff Scorse		Jim Bisson
Aviation Center Manager	Dave Dion		Mark Estabrook
Aero Fair Coordinator	Dave Dion		
Santa Visit Coordinator	Patrick Daykin	Safety	Dave Dion
Simulator Committee	Mark Estabrook		Gary Daugherty
IMC and VMC Club	Dave Dion		Dick Maki
		Airport Commission Rep	Richard Gersh

## !! 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](http://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](https://smile.amazon.com) and help support FPA!**

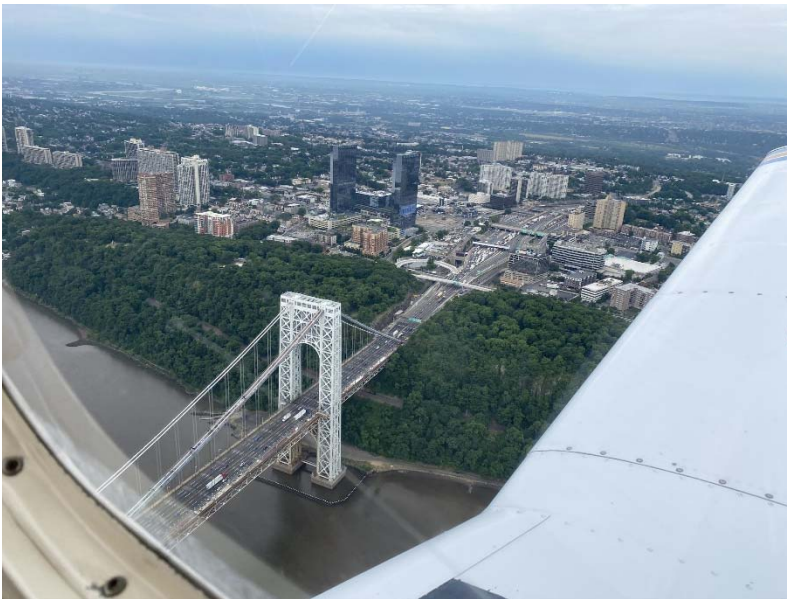


# Flight Log - New York Hudson River Exclusion

By Dave Dion

On Saturday, June 27, there was a “short notice” / weather dependent flyout for the New York Hudson River Exclusion. Two airplanes took the trip (in the Cherokee - PIC Chris Lund and copilot Glen Reinhardt; and in the Cirrus SR20 - PIC Dr. Sam and copilot Dave Dion).

We departed at 7am to beat the weather front approaching from the West. See FlightAware depiction for Cirrus N44EN - 110 miles straight shot to the Carmel VOR (on the NY / CT border); then another 20 miles to the Tappan Zee Bridge (now known as the Mario Como Bridge); then Southbound down the Hudson.



See the following pictures for a sample of the amazing sights on the Hudson River Exclusion.

Per FAA Hudson River Exclusion training and “kneeboard” (available at [FAASafety.gov](https://www.faa.gov/safety/programs_initiatives/operations_support/documents/HudsonRiverExclusionTraining.pdf)), one of the first position callouts on CTAF frequency 123.05 is the George Washington Bridge (e.g., “Cherokee, GWB, 1,100 feet, Southbound”).

Further Southbound - pilot Chris Lund flies down the NJ side of the Hudson with Manhattan all along the left side.

Continuing Southbound - it’s time to circle (counter-clockwise) the Statue of Liberty (known as “the Lady”).





Northbound up the Hudson - what a spectacular scene as Manhattan begins to fill your windscreen.

The new "One World Trade Center" goes up to 1,806 feet MSL (we are holding level at 1,100 feet).



Long ago mid town Manhattan used to be dominated by the tallest building in sight - the Empire State Building (to the far right at the right wing tip). Now modern New York has taller buildings springing up all over.



After passing over the remaining Northbound callouts (e.g., Intrepid Aircraft Carrier & GWB), we continued to Sky Acres (44N) for a quick self-serve refueling stop and photo op (L to R: Glen Reinhardt, Dave Dion, Dr. Sam, & Chris Lund) before returning to home base (KFIT).



What an adventure ... another bucket list item accomplished. Try it - you'll like it !!!

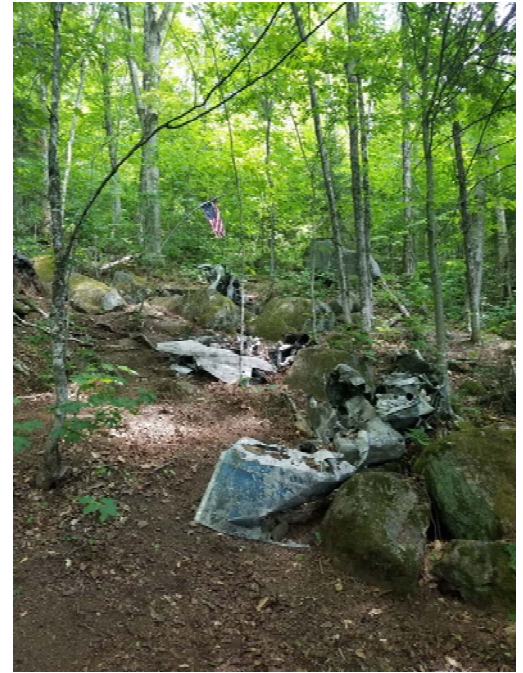
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## Beyond the Runway

By Patrick Daykin

Just over 2 hours North of KFIT on I-93, lies the homey New England town of Woodstock, NH. Known for its annual Ice Castles (a must see) and a great little brewery with a full spectrum of palate support, Woodstock hosts another lesser known attraction; 4 miles from the highway finds the entrance to the Mt. Watnommee B18 Crash Site Trail. Approximately 6 miles in total length (out and back) with a 1500' elevation gain, this family friendly trail is readily conquered in under 4 hours with plenty of site seeing time along the way. While the trail will test your lungs and legs, arriving at the site of the doomed B18 quickly makes you forget your own pains. The unlikely story of how the plane got there and the even more unlikely events that found the majority of the crew alive is one you must undertake prior to lacing up your boots and visiting the site, as I did, to view in awe.

The military variant of the Douglas DC-2, the B-18, having initially beat out the Boeing 299 (later classified the B-17) was selected to meet the requirement of a coastal-defense, multi engine bomber. Having actually flown without crashing during trials, Douglas was awarded a contract for more than 370 (in different variants) of these light Twin Engine bombers in the late 1930's. It also helped that they were priced at half the cost of its unlucky competitor as they could be had for only \$58,000 per plane. At 57 feet long, 15 feet high and with a wingspan of 86 feet, this was a very capable early war bomber. Its twin 1,000 HP Wright Cyclone engines could push the plane to 186 knots while carrying 6,500 lbs of munitions. Crewed with 5-7 servicemen at a time this aircraft was found across the globe by the end of WWII. Hopelessly outclassed by more advanced bombers the B-18 was quickly upgraded and revamped to become one of the more effective bombers of the war. Ironically, it ended up becoming the preferred training platform for aspiring B-17 pilots when that aircraft became the weapon of choice for strategic bombing. Its career was relatively short lived as those remaining at the end of the war were sold off to commercial entities, converted to cargo and crop spraying and sold to nations around the world as executive transport craft.



The remains of one particular B-18 are spread more than 75 yards across the hill side of Mt. Watnommee. Both engines, its wings, tail, nose gear, vertical stabilizer, fuel tanks and empennage are painfully clear. Among the wreckage are numerous flags planted by appreciative and solemn hikers as they marvel at a crash site that saw 5 of 7 airmen survive. Adorned with a bronze plaque highlighting the crew by name, this site is as powerful to view, as it is surreal to enjoy.

This well marked hike is a beautiful escape into nature that crosses a mild river, circles a picturesque waterfall and culminates with the B-18. Not crowded, even on an 80-degree Saturday morning, there is parking for about a dozen vehicles right at the trails entrance with more available down the road. The hike begins with a 30-minute walk up a dirt road that vanishes around a bend into a wooded trail entrance that carries you straight to the plane. The first half is fairly level with most of the elevation gain absorbed on your approach to the crash site. The site itself is quite clear and easily navigated but be sure to leave yourself plenty of time to view the entire scene and sit and think about the experience the airmen had that stormy, snowy New England night in January 1942.

Having surveyed the scene with my family while telling the of the tale as I understood it, we said some silent "Thanks you's" and "Goodbyes" before heading back down the hill side and out of the woods. All the while, unable to fathom how these men, with the help of some local townspeople, were able to get out of these woods 78 years prior.

More information about the hike and of the story of the B18 crew can be found here in a great story published by NH Magazine. <https://www.nhmagazine.com/north-woodstocks-ghostly-b-18-bomber-remains/>



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## 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 (July 23) – Zoom**

**VMC Club (July 29) – Zoom**

**See Meetup to sign up**



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