

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



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Tuesday Feb 12th 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

February 2019

Let's go fly and have some fun!

Glen Reinhardt

President, Fitchburg Pilots Association EAA Chapter 1454

Today the sky is clear and the winds are in the 10-15 mph range. A very manageable flying day. Yet as I write this it is 8 degrees outside after a minus 3 degree morning. I find it difficult to imagine a preflight in these temperatures. Winter provides some of the clearest and densest air. Our airplanes perform at their best. But it sometimes takes more motivation than clear skies and light winds to get me started. Thanks to a few of our frequent flying members we get invited to "Fly-outs" for breakfast or lunch. I'm so grateful for these active pilots. They provide me the motivation to get me out to the airport and into a plane. (Even though it isn't even my plane)

A few weeks ago, Jeff posted a fly-out to Mansfield 1B9 for lunch. I had no intention of going. I showed up for coffee and donuts on Saturday and the next thing I know, I was alone in Chris' Piper Cherokee and on my way. I hadn't flown in weeks, and it was perfect for me – alone to just enjoy the airplane, the scenery, and the joy flying always gives me. My only regret was that I was still alone when I made what was probably my best landing in 5 years. Go figure.

Mansfield's restaurant was warm and friendly. A nice menu of indulgent excess at reasonable prices. I believe five planes went on this fly-out, and it was great fun. Chris took his plane for the return flight, and I was able to ride right seat with Ed in his Cirrus SR-22. I got a few minutes of hand flying the SR-22 which was a real treat. Then Ed did some air work (slow flight, steep turns, and stalls) which he performed very smoothly. Then back to KFIT. It was a fabulous day that motivated me to get back in the air soon. And so I did. Three

days later I took Chris's Cherokee and flew back to Mansfield with my wife, Kathy, and my 90-year-old mother, Edith. Another great day of winter flying!

So even though it is unusually cold today, I know that my fellow FPA pilots are planning another winter fly-out soon and; while many pilots park their planes until warmer weather, we will be enjoying the clear air, incredible views, and great companionship throughout this season. Won't you join us?

If you have a favorite fly-out destination that you would like to propose but don't know how to schedule it, send me an email at gbrflies@comcast.net.

Don't forget, 2019 dues are due. Dues are \$50 for the calendar year. You can, if you wish, donate an additional \$40 to help defray Hangar expenses.

Glen

– President, Fitchburg Pilot's Association

President FPA/EAA 1454

New Members!

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

New Members for February 2019

Jeff Cole:

Jeff joined after visiting us during a Saturday coffee and donuts. Jeff is a captain for United Airlines flying 737s. He is interested in stepping up to a Kitfox, which he hopes to build soon.

Robert Christino:

Robert reached out to us via Meetup. He is a VFR pilot but has been away from flying for 30 years. Robert wants to rejoin the flying population and hopefully own his own airplane.

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			Dave Babineau
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Young Eagles Coordinator	Patrick Daykin		Dick Maki
Membership Coordinator	Dave Babineau		Mark Estabrook
Newsletter Editor	Jeff Scorse		Ed Murphy
Aviation Center Manager	Dave Dion		
Aero Fair Coordinator	Dave Dion	Safety	Dave Dion
Santa Visit Coordinator	Patrick Daykin		Gary Daugherty
			Dick Maki
		Airport Commission Rep	Richard Gersh

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

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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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Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

Safety Pilot

At the January FPA monthly meeting, Glen Reinhardt kicked off a brief discussion about the benefits of acting as a safety pilot. The purpose of this article is to dive deeper into the safety pilot concept in two ways: 1) What are the **requirements** to be a safety pilot and 2) FPA member Patrick Daykin reveals some of the **benefits** to him as he performed safety pilot duties.

The Requirements

"Let's first define what a safety pilot is and when one is needed.

Instrument pilots must maintain a certain currency to act as pilot in command under IFR. One of the requirements is to conduct six instrument approaches in six months. Many people satisfy this requirement by flying approaches under simulated instrument conditions by using a view-limiting device – otherwise known as a *hood*.

FAR 91.113(b) requires whether an operation is conducted under instrument flight rules or visual flight rules, vigilance shall be maintained by each person operating the aircraft so as to see and avoid other aircraft. So, if the person flying is wearing a view limiting device another qualified pilot must be on board to help see and avoid other aircraft. That qualified pilot is known as the *Safety Pilot*.



What qualifications are needed to be a Safety Pilot? The answer is found in several different sections of the FARs.

FAR 91.109(c)(1) requires that the Safety Pilot must hold at least a private pilot certificate. The pilot certificate must have category and class ratings that are appropriate to the aircraft being flown.

So if you hold a Private certificate with airplane single engine land rating and your friend is flying a C172, you meet this requirement.

What about a medical certificate? The FAA holds that the Safety Pilot is a required crewmember because FAR 91.109 requires one. FAR 61 c (3) states that all required crewmembers need a current medical certificate. So, you need at least a current Class III to act as Safety Pilot.

An instrument rating is not required if the flight will be conducted under VFR. Recent experience (three takeoffs and landings in 90 days) and the oft-misnamed *BFR* only apply to the PIC. If you only act as Safety Pilot (and not as PIC) under VFR, neither of these is required.

So to sum up, as a private pilot with a current medical and appropriate category and class rating you can act as Safety Pilot for your friend while he flies practice approaches under VFR conditions."

Benefits (from Safety Pilot Patrick Daykin)

Like most pilots, I am always looking for opportunities to experience another facet of aviation. Another element that I can share with others or lock away in that 10% of the brain hopelessly devoted to airplane nonsense. So, when the offer came up to act as a Safety Pilot I jumped at the opportunity to assist a fellow aviator for my first time this winter; and I sure am glad that I did.

My understanding of the Safety Pilot role was pretty elementary; make sure we don't hit anything, go where we aren't supposed to go, or get ourselves into a situation that the "blind" pilot doesn't see coming. Or, in other words, make sure we stay safe and legal. Easy enough! The PIC and I had a bit of an informal discussion while the A/C warmed up in which I bluntly asked, "what would you like me to do here"? This ended up being the best question I could have asked. Having never performed this role, I was in no place to act as the experienced professional assuming I knew how to care for whatever was ahead. I wanted to know what the Left Seater expected of me so that I knew when I should speak up, when I should correct him or even, if need be, take the controls to ensure continued safety.

We started the flight with an overview of the procedures he was going to work on. Some VOR approaches to GDM, holds around the VOR and then an ILS approach to runway 2 at EEN. Three things I have never even seen, never mind tried. As a VFR pilot, I have lived happily in my blue-sky world of trips for ice cream, breakfast and



sightseeing; where personal minimums don't come into play because the weather is too good to care. I was thrilled to finally see what goes on when you fly under the hood.

As far as A/C attitude, I was advised to just ensure the plane never entered an attitude that I would consider unsafe. This comment allowed me to relax and concentrate on my experience without having to assume what another pilot would consider safe and reasonable. By putting these parameters in the context of what I found to be appropriate, the PIC created an

environment where I felt comfortable speaking up. It was this partnership that I believe makes this type of flying beneficial to both of us.

Then the fun began. The hood came down shortly after liftoff and with the VOR dialed in we were on our way. Communication was open and free as we discussed cloud layers, altitudes and local traffic. He talked through each procedure as he performed them. Including altitude and airspeed requirements, headings and descent rates. This allowed me to help him watch his own parameters while keeping an eye in the sky for other birds. We discussed approach plates, timing and the importance of not using the GPS indicators so that you know how this should feel and look without relying upon the magic line on the screen. He described what the end result should look like in relation to the airfield so that I could relate reality while he stayed blind. We discussed the need for radio communication and airfield advisories when in and around GDM. As well as what we should do if we had any challenges while in flight. It was fascinating to see. It made me think about the relatively casual way in which I fly with my own passengers. I started to think about altitude and heading control and how precise my instrument scan was (or wasn't) while airborne. It occurred to me that simply aiming for Wachusett or Monadnock wasn't what you might call a precision approach when getting somewhere. The flight was eye opening.

I could tell the process was exhausting. Moving and scanning from altimeter to airspeed indicator, to DG and the VOR receiver all the while keeping your wits about where you are, were and should be. Throttle adjustments, trim settings, To/From indicators and clocks kept him busy for the better part of the hour. And when the hood came off and he wiped his forehead I could see he was pleased with a lot of what he had accomplished that day. Frankly though, so was I. While my role was minimal, it went along way to instill in me what type of pilot I need to become to advance myself in aviation.

I have since flown as a Safety Pilot a few more times and I continue to get more comfortable with the role with every passing flight. I have also started tightening up my own flying where I now look for altitudes to hold rather than a window to stay in. I seek out points on a compass rather than mountains in the distance as my heading indicators and my 6-pack scan has become a bit more regimented than it may have been before. I have also started my own instrument course study guide so that while my focus remains on what is going on outside the plane, I can start to understand what things should look like on the inside as well.

Aviation is about a continued process of learning. I have always jumped at new experiences in the hope they are fun. What I didn't realize about this experience though was just how much I would learn along the way.



Flight Log

By Jeff Scorse

Mansfield Breakfast Fly-Out

Looking through my Google Photo's folder I see that we've been able to get out for some fun flyouts in this past month. Thanks to our friends on Facebook I often see other pilot group's flyouts in and around New England. In January there was a posting for a NE Pilot's Group fly out to Mansfield (1B9) for breakfast. I quickly posted a Meetup, and due to good weather and perfect timing we rounded up several FPA members along with one member of the NE Group from Connecticut. I've never dined at the Hangar 12, so it was a wonderful treat to see the huge portions, and fabulous tasty meals that arrived after seating.



Needless to say, we all *dove in* (sorry, I just needed a reason to post this amazing picture that came across my desk) and enjoyed great food and friendly pilot banter. The weather was a bit bumpy and all of us struggled with Boston ATC to get flight following, which turned out to be a radio issue on their end, and not the government shutdown as I suspected.

We made sure to bring along Louise our flappin' flamingo mascot. Unfortunately, she was left behind in the Mansfield letters, but was thankfully returned by our new NE Pilot friend who made the trip back to KFIT the next day to shuttle her home – THANK YOU Drew Lyons!

Mansfield Muni has a brandy new hangar, somewhat like ours, but larger to contain the thriving restaurant – we had to wait about 20 minutes to be seated.



Hangar Happenings

Dave Dion: FPA Aviation Center Manager

Look, Look - up at the hangar ceiling - what do you see??? It's four newly installed ceiling fans, to be!!!

Thanks to installation, lead Dave Babineau and ground crew Chris Lund, the fans (donated by Marc Babineau) will help move the hangar air to the right area (with a flick of a switch). In the winter the spinning fans will pull up cool air to move down the warm air high in the hangar to the lower space (where we pilots hang out); in the summer the fans will rotate the hot air from the lower space to the hangar ceiling area.



At a recent Saturday morning hangar coffee (yes - a very cold Saturday morning) - frequent attendee Jack Hall brought in his "laaazer" pointer IR thermometer gun to take some readings ... to measure how well the fans were circulating the warm air from the ceiling to the lower space. In general terms - a freakin fabulous finding!!!

Given a "warmed up" hangar for the morning coffee - the ceiling temperatures were a toasty 65 degrees (that's what the gas heater thermostats were set at); half way down the hangar walls the temps were a comfy 60 degrees; at head level, the temps were ~55 degrees; and the cement floor was lagging behind at a cooler 45 degrees.



Stop by a Saturday morning hangar coffee to see the fans in use for yourself. Our two fabulous flamingo friends (see picture - MARKiE on the left and LOUISE on the right) discuss how comfortable they are in the warm FPA hangar for the winter ;-)

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