

# Fitchburg Pilots Association

## EAA Chapter 1454

### Newsletter



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- ✦ Hangar Happenings
- ✦ Next FPA Meeting is:  
Tuesday Aug 14th at 7:00PM (6:00PM food)

#### 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)  
[www.faa.gov/licenses\\_certificates/aircraft\\_certification/aircraft\\_registry/reregistration/](http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration/)  
[www.massdot.state.ma.us/Aeronautics](http://www.massdot.state.ma.us/Aeronautics)

#### Key Weather Links

[www.windytv.com](http://www.windytv.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.pilotgeek.com](http://www.pilotgeek.com)  
[www.skyvector.com](http://www.skyvector.com)  
[www.aopa.org/aopalive/](http://www.aopa.org/aopalive/)

#### President's Corner

August 2018



*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](mailto:mestabr@gmail.com)

#### Weather!

EAA Airventure is in the rear view mirror. It was a great week of fun and outstanding weather... if you could get there. We had two sets of members driving rather than flying due to East Coast weather! We did have a few members who still managed to get in, but not without difficulty and for some IFR legs. Sunday was a bee's nest of activity at KOSH as a high volume of delayed travelers tried to get into the field at the same time. Dave Babineau and I had the pleasure of watching it for an hour or so. It seemed to work out on the field, but I was told there were hours of holding for some pilots.

Dave and I attended a new event – EAA chapter leaders corn roast at the EAA Chapter



pavilion (near camping). FPA members Penny and Ray were part of the ribbon cutting and were given an award by Jack Pelton as a thank you for their significant donation in support of the building. This pavilion with all the equipment and ingredients for pancake breakfasts was let out to an EAA chapter each morning for hosting the breakfast – the chapter to keep the net proceeds. Nice! Read more about it at: <https://www.eaa.org/en/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/08-08-2018-chapter-pavilion-celebrates-successful-first-year>

While Michigan weather was great (low 80s, high clouds) New England weather was and is awful! What's up with this pattern of high heat, humidity and thunderstorms week in and week out? My fun summer of flying is rapidly fading away as we turn the corner into August. I'm really hoping for some nice weather and flying soon. I'm sure you feel the same. I guess the only upside is that I'm brushing up on my use and understanding of weather forecast tools. Normally I run through Foreflight's screens, but when I'm at my PC trying to figure out the week I use AWS (Aviation Weather Center) and USAirnet. Red is bad, right?

Have fun, fly safe,  
Mark , President FPA /EAA 1454



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

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

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 August:

Sam Mirsky:



Sam is a pilot and former member and his son is looking to get his license as well. Sam has is Private SEL plus some Jet PIC time as well.

Ashley :

Ashley is a student pilot and rents a C-172 at Minute Man.

## !! 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



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## Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

### August Topic - Aerodynamics and Turning Stalls (from AOPA Safety Institute)

Aerodynamics is the fundamental principle that explains how an airplane flies. Consider the four following questions about aerodynamic effects on the airplane in turning stalls.

Answers on Newsletter Page #7

**Q1:** In straight and level flight, an airplane will consistently stall at the same indicated airspeed as long as it maintains the same gross weight, configuration, and power setting. Which of the following types of stalls can cause an airplane to stall at higher-than-normal airspeeds?

- ☐ Accelerated stall
- ☐ Cross-controlled stall
- ☐ Power-on stall

**Q4:** When a wing drop occurs during a stall, a pilot may react instinctively by attempting to raise the low wing using opposite aileron. Assuming no rudder inputs are applied, if excessive opposite aileron is used in an attempt to raise the low wing in a stall, in which direction is a spin likely to initiate?

- ☐ In the direction of the low wing
- ☐ In the direction of the high wing
- ☐ It is impossible to know

**Q3:** In some cases a wing will drop at the onset of a stall. When this happens, the nose of the airplane will attempt to yaw \_\_\_\_.

- ☐ in the direction of the low wing
- ☐ in the direction of the high wing
- ☐ opposite to the direction that the rudder is being applied

**Q10:** The first requirement for an aircraft to enter a spin is that both wings need to be stalled. What is the second?

- ☐ The aircraft must be in a banked turn
- ☐ The ailerons must be deflected
- ☐ The power needs to be increased
- ☐ The aircraft must be yawed

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## Hangar Happenings

By Dave Dion, FPA Hangar Manager

A fricken flock of flamingoes flew to Fitchburg; after the flight the famished flamingoes furiously fed from an FPA friend !!!



Did you see the two hangar windows installed recently (4 more to go) ??





FPA member Chris Lund sizes up the first window location.



Yup - cut a hole in the hangar wall ;-)



and squeeze that baby in.  
Squeezers are left to right: Bob  
Scales, Glen Reinhardt, & Bob's  
business partner Dave.



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## Flight Log

By Jeff Scorse

It's been a too *long* time since I've written anything here. I looked, it was January, which tends to be when I fly more often on trips. Backwards, I know, but winter seems to be less congested schedule wise, and frankly better flying weather allowing for longer overnight excursions. In that article I was discussing the need for Microspikes to pull the plane from the icy hangar. I certainly haven't needed ice traction recently - more like ice helmet to keep cool from this incessant heat.



I've been working on my IFR rating this summer while my, now, son-in-law was in town. It's been a wonderful experience waking up my thick head and learning new things. Ben is a wonderful teacher, and he will be missed by the local folks, and appreciated by the students at UND where he now lives with his beautiful wife (yes I'm biased).

I week before the wedding I was treated to training from my daughter as well, as we both took off into a cloudy day for my first 'actual' IFR approach into Worcester. The clouds were thin but enough to justify actual time, barely.



Over a month ago, I received a call from my old partner, Gary Archer looking for a lift to Block Island on Aug 10. I said, sure, weather pending, and such let's do that. Amazingly, the weather held for last Friday and we were treated to a smooth flight out with Gary at the controls. I was able to bring my lovely wife along for the ride. She and I enjoyed some time on the beach and dinner at one of the many local restaurants. On the way home, we were treated to a stunning sunset and clear skies all the way home. Here's a shot of Block's one airport with the sun lighting the way. I know the weather's been terrible, but find the holes, rent, beg, borrow, and fly. Let's all pray for a



calmer late summer into Fall with clear skies and more reasonable temperatures.



## Oshkosh 2018 Recap

Anyone who has attended Airventure in any year knows the scope and impact of the world's largest aviation gathering. It's simply an overwhelming week, punctuated by highlights that resonate with each individual.

My personal highlights include a ride in a P-51 Mustang, watching the incredible precision of the Aeroshell T-6 Texans, the artistry of Sean D. Tucker and Michael Goulian, and a flyby from the Reinbeck Aerodrome exact replica of the Spirit of St. Louis.

This year was different in my remembrance of one of our dear members, Louise Anderson. This is the second year that her absence from Airventure has caused me personal sadness, but that sadness was tempered by a new memorial to her memory made possible by many members of FPA.

Below is a photo of the memorial brick and its placement at the Brown Arch, where it will remain in perpetuity.



FPA members had two opportunities to visit the Brown Arch, view the memorial brick and share memories of Louise; photos below:



Once again, my thanks to those who helped to make this memorial a reality. I'm gratified that her name will be in thousands of Oshkosh photos, and always on display in a place she loved so much. In addition, one scholarship will be awarded in her memory in 2019!

Dave Babineau



## Answers to Safety Quiz

**Q1:** In straight and level flight, an airplane will consistently stall at the same indicated airspeed as long as it maintains the same gross weight, configuration, and power setting. Which of the following types of stalls can cause an airplane to stall at higher-than-normal airspeeds?

☒ Accelerated stall

- ☐ Cross-controlled stall
- ☐ Power-on stall

**CORRECT.**

Performing steep turns, high-G pull-ups, or other abrupt changes in flight path increases the load factor on the wings. At high load factors the stall speed will also be higher than normal. Stalls resulting from these types of maneuvers are categorized as accelerated stalls.

**Q3:** In some cases a wing will drop at the onset of a stall. When this happens, the nose of the airplane will attempt to yaw \_\_\_\_.

☒ in the direction of the low wing

- ☐ in the direction of the high wing
- ☐ opposite to the direction that the rudder is being applied

**CORRECT.**

When a wing drops at the onset of a stall, the nose will tend to yaw in the direction of the low wing. This is why the use of rudder is so critical in preventing a spin from developing. Sufficient opposite rudder must be applied in order to keep the nose from yawing to the low wing to maintain coordinated flight. Another way to think of it is to "step on the high wing."

**Q4:** When a wing drop occurs during a stall, a pilot may react instinctively by attempting to raise the low wing using opposite aileron. Assuming no rudder inputs are applied, if excessive opposite aileron is used in an attempt to raise the low wing in a stall, in which direction is a spin likely to initiate?

☒ In the direction of the low wing

- ☐ In the direction of the high wing
- ☐ It is impossible to know

**CORRECT.**

If a wing were to drop during a stall, excessive opposite aileron control can cause a spin to develop in the direction of the low wing. Since an aileron that is deflected downward produces a greater angle of attack (and drag), it can deepen the stall of that wing and cause the nose to yaw more quickly to the low wing. The proper recovery would be to limit the use of the aileron and use mainly rudder to regain directional control.

**Q10:** The first requirement for an aircraft to enter a spin is that both wings need to be stalled. What is the second?

- ☐ The aircraft must be in a banked turn
- ☐ The ailerons must be deflected
- ☐ The power needs to be increased

☒ The aircraft must be yawed

**CORRECT.**

In order for an aircraft to enter a spin it needs two ingredients: 1) both wings need to be stalled and 2) the aircraft must be yawed (i.e., be uncoordinated). Both conditions need to be met in order for an aircraft to enter a spin. This is why it's particularly important to keep the aircraft coordinated during takeoff and climb.

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