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### 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.ftplan.com](http://www.ftplan.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



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

At our last Board of Director's meeting it was decided to do a hybrid monthly meeting. Cold weather forces us to close up the hangar which, in turn, increases the risk of exposure to COVID contamination. The hybrid meeting means no food service for in-person attendees. Masks are required for ALL attendees. Since there is no food service, the meeting will begin at 7 PM. You can also attend via Zoom and can find the Zoom link in the meeting announcement. If we have an exceptionally warm 2<sup>nd</sup> Tuesday we may opt to open things up, so watch for any late announcements through Meetup messages.

This month Jeff Scorse will discuss his recent trip to Colorado Springs, CO. Jeff is instrument rated and is competent and current in that rating. Still, his trip provided some interesting opportunities to practice good decision-making. This should be an informative presentation from one of our own members.

Our VP and Membership chair, Dave Babineau, sent out a feeler asking for those interested in having a Christmas Party this year. Dave did not get enough positive responses to warrant renting a function hall so the Christmas Party is a no-go for 2021.

If you are flying or driving to gather with family and friends for Thanksgiving, please be safe. We at FPA are thankful that you are a member and supporter of your organization.

Come join us! 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	Key Contributors	Names
President	Glen Reinhardt	Program/Wings Coordinator	Jim Bisson
Vice President	Dave Babineau	Eagles Coordinator	Mark Estabrook
Secretary	Chris Lund	Membership Coordinator	Dave Babineau
Treasurer	Gary Daugherty	Newsletter Editor	Jeff Scorse
<b>Committee Chair and Chairmen</b>	<b>Names</b>	Food	Glen Reinhardt
Aero Fair Coordinator	Dave Dion	IMC/VMC Club Coordinator	Dave Dion
Facilities	Dave Dion	Simulator Coordinator	Mark Estabrook
Nominations	Ed Littlejohn	Airport Commission Rep	Richard Gersh
Safety	Dave Dion	Webmaster	Michael Kane
Scholarship	John Arsenault		
Young Eagles & Santa Fest Coordinator	Patrick Daykin		

The [Cares Act](#) allows anyone to make a charitable contribution of up to \$300 in cash (check or CC, not stocks or securities), and it is deductible even if the taxpayer does not itemize deductions.



## 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 you shop at Amazon, shop at smile.amazon.com and help support FPA!**

## \*\* FOR SALE \*\*

Jim Ellis has a brand new, in box, Lightspeed Zulu 3 headset that he'd like to sell. He is asking \$795. He can be reached at:

jeellis@sparks-ellis.com  
 123 South Shaker Rd.  
 Harvard, MA 01451  
 H: (978) 772-0028  
 C: (978) 501-6775



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## Safety Corner

By Dave Dion (FPA Safety Committee Chair)

### A Few Rules of Thumb Every Pilot Should Know

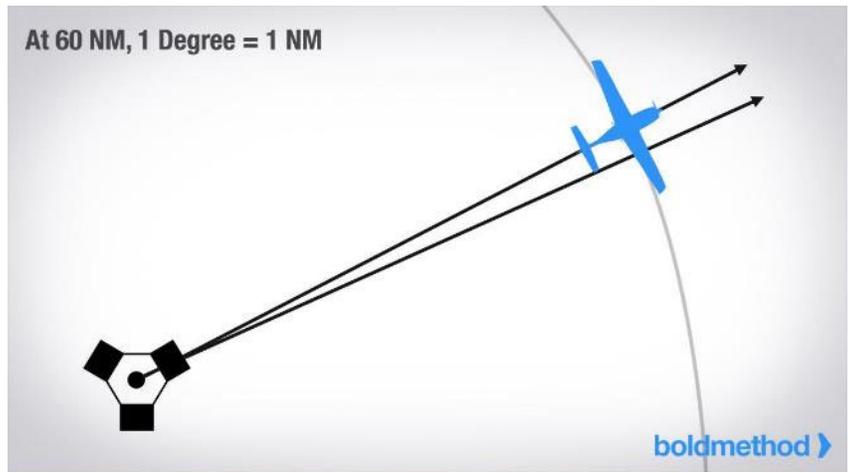
Reference Boldmethod Article, Oct 2021

Flying gets a lot easier once you know some basic rules-of-thumb. Here's a few of the best rules, and how to use them.

#### 1) Course Corrections

The 1 in 60 rule states that if you're off course by 1NM after 60 miles flown, you have a 1-degree tracking error. Time to correct that heading!

Another tip: If you're 60 miles away from a VOR, and you're off course by one degree, you're off course by one mile. Last thing: if you fly a 60-mile arc around the VOR, you'd fly a total of 360 miles...talk about a long instrument approach!



#### 2) When To Abort A Takeoff: The 50/70 Rule

A general rule for GA aircraft is if you haven't reached 70% of your takeoff speed by the time you've reached 50% of the length of the runway, you should abort your takeoff.

Why do you need 70% of your takeoff speed by 50% of the runway? As you accelerate down the runway during takeoff, you start chewing up more feet of runway for every second you're rolling down the pavement. If you haven't achieved 70% of your takeoff speed by the time you're halfway down the runway (know what the 50% / halfway location of the runway you are using), you may not have enough pavement left to get to rotation speed and lift off.



### 3) How To Calculate Windshear

Rule-of-thumb: the total shear is double the peak wind. If the outflow speed of a microburst is 30 knots, you'll experience about 60 knots of shear as you cross the microburst. And it all can happen in a very short period of time.

Think about what would happen to your Cessna 172 if you went from 100 knots to 40 knots in the matter of a few seconds...

#### Flight Through A Microburst



### 4) Calculating Glideslope Descent Rates

If you're flying a 90-knot approach (or final) speed on a 3-degree glideslope, you'll need to descend at roughly 450 FPM to maintain the glideslope. How does one come up with that?

There's a pretty easy rule-of-thumb to figure that descent rate out. Divide your ground speed by 2, then add a 0 to the end. So if you take 90 knots / 2, you get 45. Add a zero to the end, and you get 450 FPM. There's another way to approximate this. You can also multiply your ground speed by 5 and you'll get an approximate descent rate for a 3-degree glideslope (e.g., 90-knot ground speed X 5 = 450 FPM).

#### Calculating A 3 Degree Glideslope

Divide groundspeed by 2, then add a 0 to the end.

For example, at 100 knots groundspeed:  
 $100/2 = 50$ .  $50+0 = 500$  FPM descent rate for 3 degree glide.



### 5) More Descent Calculations

#### Degree Descent Planning

At a 1 degree angle of descent, for every 1 mile you fly, you'll descend 100 feet.



At a 1 degree angle of descent, for every 1 mile you fly, you'll descend 100 feet. This ratio can be used to determine other aspects of descent. For instance, if you have 1 mile to descend 600 feet, you'll need a 6-degree descent.

While you may be able to chop and drop in a C172, a larger jet or turboprop usually can't do that. Plus, it's not safe. Try your best to plan a 3-degree arrival into all of your airports for the safest and most gentle descent.

## 6) Flying Gusty Approaches

In gusty conditions, add half of the gust factor to your approach speed. If your final approach speed is 80 knots, and the winds have a gust factor of 20 knots (for example, winds 10 gusting to 30), fly the approach at 90 knots.



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