

# Fitchburg Pilots Association EAA Chapter 1454 Newsletter



February 2018

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Tuesday Feb 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



*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)

### Chili & Wings!

You do not want to miss this month's membership meeting. We have a wide variety of favorite Chili and Wings recipes being presented for your tasting pleasure. Based on past successes you are in for a BIG treat. By the time you're done sampling all the great Chili AND Wings we'll have to roll you out of the hangar! And to cap it all off we have an



FAA WINGS program planned. I'm hoping we don't have another Gov't shutdown which could muck up plans a bit – BUT... your dedicated leadership team has a plan B if needed, so don't fret. Come on down for some great food, fun and hanging out with your fellow aviators!

I saw at least Charley Valera and Dick Gersh headed out to Alton Bay. I'm sure some others have made it as well. What a treat to have this airport in our back yard. I hope some of you have had the pleasure of flying out there for a landing and take-off over the years. And hey... you don't even need your brakes to be working. How cool is that! I admit I'm not brave enough to land my Mooney on the ice. I did see some pictures of a Bonanza that landed so I guess it is possible.



As often happens in aviation adventures, I can't figure out if I'm being conservative (good) or overly cautious to the point of not [safely] pushing my boundaries which is required to expand the utility of my plane. But my plan is to live vicariously to those members who have done it!

Speaking of safety, I think most of you know that plans for the new 32/14 runway are moving forward. As part of that development work we will lose 32/14 but 2/20 will be kept open. After work is completed on 32/14 we will be losing 2/20 entirely. This all means there are going to be more days in the year that we simply cannot take off and land safely based on our aircrafts maximum x-wind component. This is truer for some aircraft than others. But let's all limit those lost days to an absolute minimum by building and maintaining our x-wind proficiency. As the date gets close for the runway closures we'll try to get some x-wind ground training on the agenda for a meeting or two. Note: There is a master plan diagram in the FBO if you want to see what things will look like down the road.

Congratulations to Mike Goulian on his recent win in Abu Dhabi for the Red Bull Air Races! Go Mike! Rumor has it Mike's friend, support and sometime golf antagonist Dave Babineau was kept away to give Mike a bit of an edge – and it worked!

Fly safe, have fun...

Mark

President FPA /EAA 1454



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

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



Bill Oakland from Boxborough. Bill is a student pilot who owns a 1973 Piper Challenger.

Bob Smith has joined from his base at Keene, NH. Bob is a Sport Pilot and owner of an RV12.

Daniel Walton is a student pilot from Holden and is learning in the SR-20 at FCA.

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# Dues are Due!

2018 Dues are the same as last year:

**\$50 required (non-tax deductible) and \$40 requested (tax deductible)**

*As a reminder, the reason for the split is that we agreed not to rent to a 5<sup>th</sup> aircraft giving us great dedicated club space for all our activities. I think the space has worked out really well for us. Even with the extra gliders in there right now. The lost rent is equal to \$3,900. So we raised dues, but decided to split the raise so that some of the increase would be tax deductible. When you pay your dues please consider giving the additional \$40. You can pay it all at once and we'll split it out on the books.*

You can pay by as follows:

**Check: Bring the meeting, drop off at the airport in our mail box, or mail to:** *Fitchburg Pilots Association*

*563 Crawford Road  
Fitchburg, MA 01420*

**On Line:**

[www.fitchburgpilots.org](http://www.fitchburgpilots.org). Go to the "Donation/Payment" tab (upper right corner)

Select Either...

- Dues (PayPal) -or-
- Hangar Donation (PayPal or Debit/Credit Card)

*For some reason the Debit/Credit option is not under "dues". But if the amount is \$50 or \$90 we'll know it's for dues.*

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## Hangar Fund Raising

A note from Chris Lund fund raising coordinator:



To date, we have received almost \$6,700 towards our goal of \$10,000 to hook up water and sewer to the hangar. That's very encouraging! Thank you to those who have given! The hookups are almost completed. We now have a sink and expect to hook it up when the weather warms. (We used money from our reserve account to pay for the work thus far, so we need to replenish that account.) We welcome any contributions.

Although you have seen (or will see) a detailed budget for FPA, the hard costs directly related to the hangar total almost \$1900 per month (in round numbers, mortgage \$1030; rent to airport \$170; utilities (depends on season) \$200; real estate taxes \$400 and insurance \$75). The rental we receive from the four airplanes in the hangar is \$1300 per month. You can see the deficit.

About a year and a half ago, about the time that the construction of the hangar was ending, we (the members) discussed the issue of meeting our expenses. In that discussion, we talked about raising membership dues which were \$30 per year. Eventually we decided to raise dues just to \$50 although our budget required more than that. We also agreed that we would ask each member to contribute \$40 per year as a tax deductible contribution (dues are not deductible). Our experience this past year is that just under 50% of our members contributed the additional \$40 (we have more than 80 dues paying members). This article is a friendly reminder of our discussion and a gentle prodding for more contributions. But not a guilt trip... We (the board) think that members' gifts should come out of a sense that they get value from FPA.

To that end, we're also looking for ideas for fund raising. We have the regular events, V8 auto club, etc. But if you have any creative ideas, please let me know ([cwlund@mullaneylund.com](mailto:cwlund@mullaneylund.com)). Please put "FPA fundraising" in the subject line so I don't delete the email as junk.... ☺

Finally, at the Christmas party, it became very evident how much heat is sitting above our heads in the hangar! We could use some good, industrial type ceiling fans. If anyone knows of any such fans that are available, please let one of the board members know.

Well, the good news is that the hangar is just about completed. We don't expect any more significant construction costs after the sink is in. So our finances can settle down a bit and we can fully enjoy the marvelous benefit of owning our own hangar!

Have a great holiday season and fly safe!

Chris Lund



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## Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

### February Topic – ENGINE FAILURE

If asked to name the first aircraft emergency that comes to mind, most general aviation pilots would probably answer “engine failure.” That makes sense: Engine failures are the focus of much training and practice. But a real-life engine failure usually isn’t the sterile exercise most pilots have come to expect when the CFI reaches over and yanks the throttle. The tach probably won’t just drop to 1000 rpm and remain there. The engine will likely be shaking—violently, even—and there may be oil on the windshield. Smoke and fire are possibilities. In some cases, the engine may seize. In short, there’s a “reality factor” that can make it more difficult to take the appropriate action.



On the bright side, most engine failures don’t just “happen.” There’s a good chance that the engine has been giving hints about its poor health in the hours leading up to the failure. Abrupt changes in oil consumption, unusual engine monitor indications, failure to develop proper static rpm, or unusual noises or vibrations are all worth investigating.

### Partial Power Loss

Several things can cause a partial power loss:

- Carburetor ice
- Failure to advance mixture on descent
- Valve train issues
- Cylinder/piston failures
- Early stages of fuel exhaustion/starvation
- Ignition problems

Whatever the cause, the engine may cease to produce sufficient power to maintain altitude, and it will probably be running rough. Proceed on the assumption that the engine could fail completely at any time: Head for the nearest airport and be prepared for a forced landing. Engine Out! From Trouble to Touchdown. Do you know how to ensure your chances of a safe landing when the prop stops? Learn how to manage an engine failure in cruise and on takeoff, as well as ways to help prevent an engine failure from happening in the first place.

### Engine Failure Strategies

- Flight preparation —Brief every flight to cover emergency contingencies and critical checklist items. Commit immediate procedures to memory.
- Route selection —Consider your route carefully. Are you flying over water, high terrain, or a forest? Have a plan for an unplanned off-airport landing.

- Recurrent training —Practice engine-out scenarios at altitude or in a simulator with a qualified flight instructor who knows your aircraft.
- Fueling —Always be present at fueling and communicate your needs clearly. Check the fuel order to confirm it is correct.
- Engine failure —When it happens, stay calm and fly the airplane all the way to the ground in a controlled landing.

Please find the next page full page flyer for our 2018 Aviation Scholarship





# Aviation Scholarship



## Win an Aviation Scholarship Worth \$1,000 !

*Are you pursuing a career in an aviation-related field like commercial pilot, meteorology, aircraft maintenance, flight controller, or dispatcher? Then you may qualify for a \$1,000 scholarship awarded annually by the Fitchburg Pilots Association to students in the New England area.*

For further information and an application go to [www.fitchburgpilots.org](http://www.fitchburgpilots.org)

Submit your application to: Scholarship Committee, Fitchburg Pilots Association,  
563 Crawford Street, Fitchburg, MA 01420 by April 4, 2018.

The scholarship will be awarded in May, 2018.

Fitchburg Pilots Association/  
EAA Chapter 1454

Questions? Please contact Dick Maki at  
[rmaki@comcast.net](mailto:rmaki@comcast.net)



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