

Fitchburg Pilots Association

EAA Chapter 1454

Newsletter



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- ✦ Next FPA Meeting is:
Tuesday Dec 11th 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

December 2018



Let's go fly and have some fun!

Mark Estabrook - N79818

President, Fitchburg Pilots Association EAA Chapter 1454
mestabr@gmail.com

The year 2018 is almost in the books! It's been a great year for the FPA. I truly hope you all find value in being a part of our Chapter / Association. Your leadership team has striven and continues to stride to provide the best environment we can to support our mission of education, community support and social interaction of all things aviation. To that end, you are each an important part of what we do – whether it's being an officer, volunteer at any of our many functions, or just attending the next meeting. Just hanging out with fellow pilots, listening to other's experiences and views and sharing your own is an essential part of keeping aviation alive in our community. So, thank you for your support over the past year! Now that I'm stepping down as President I hope I have more time at meetings to just hang out and chat with you all.

Congratulations to Glen Reinhardt your new President. It was a tough election battle over the past several weeks, but after the hanging chads were reviewed, electronics systems analyzed and some research into apparent influences from factions outside KFIT (to be named later in court) AND several re-counts, Glen has been duly elected as your next President (O.k. – I'm kidding, it was a simple unanimous vote!). He is joined by the able and energetic Dave Babineau as Vice President, the ever-watchful Gary Dougherty as Treasurer and back for another go at being an officer – Chris Lund as Secretary. What a great team to lead us in 2019!

Tuesday's meeting this month should be fun. We have 7 different EFB programs being reviewed. The format is that we have 1 presenter for each EFB spending 10-15 minutes with a live flight planning demo and

Q&A. After that we'll set the 7 presenters up at tables where you can join them to ask specific questions. The 7 programs and presenters are:

- ForeFlight - Mark Estabrook
- WingX Brian Gaudet
- Garmin Pilot - Nick Tretter
- Naviatorapp - Bill Oakland
- FlyQ - Antonio Aleman
- Avare - Greg Dinning or Zubair(CEO of Avare)
- FltPlan – Jeff Scorse

Some of these are expensive programs and some are free! Come see what you can get for your money regardless of your wallet size.

There was a good-sized crew at the Nantucket Stroll last Saturday including one C-172 pilot from KSFM who wanted to join in the fun, and he did. Jeff Scorse did a great job organizing this for us for the trip. The weather was interesting with reasonable ceilings for departure but lowering ceiling by early afternoon, which then became late morning. I elected not to go because of the ceilings. I was single pilot with the potential to have to keep low over the water or file IFR. I elected to avoid both and stay home. Interestingly the decider for me was the lower ceilings in late morning, which only was determined when Bill Gruber called Flight Service. I haven't used Flight Service in a long time, and I didn't this morning. It's a good lesson for me that they have real value and I should avail myself more often. I'm also determined to get more comfortable in the IFR system next year so that I'm more easily willing to shift from a VFR planned flight to an IFR planned flight. Two of the aircraft came home IFR, at least one came home VFR by finding a hole in the overcast and making their way back (Forecast and actual was for clear skies over KFIT well into the later afternoon). This edition of the newsletter has more detail on all the fun had by those who went in the Flight Log Article

Membership – Time to Renew...

Tis the season for renewing your membership. It's simple:

- \$50 per person for annual dues.
- We ask for a \$40 donation in addition to offset the need to rent to a 5th plane in the hangar to cover our expenses.
- You can pay by cash, check, credit card or paypal. For credit and paypal see our web page.
<https://fitchburgpilots.org/>
 - For cash or check just pay Glen or Gary at the next meeting.
 - For a check you can also mail it directly to us.

➤ **Web Page:** <https://fitchburgpilots.org/> Go to "Dues and Donations" and select whatever amount you want to donate.

➤ **Check:** Mailing address for checks

Attn: Gary Dougherty
Fitchburg Pilots Association
563 Crawford Road
Fitchburg, MA 01420

Fly safe and 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 | Fund Raising | Chris Lund |
| Vice President | Glen Reinhardt | | |
| Treasurer | Gary Daugherty | Food | Glen Reinhardt |
| Secretary | Dave Babineau | | Dave Dion |
| | | | Dave Babineau |
| | | | Chris Lund |
| | | | Gary Daugherty |
| | | | Dick Maki |
| Key Contributors | Names | | |
| Program/Wings Coordinator | Jim Bisson | Scholarship | Jim Bisson |
| Young Eagles Coordinator | Patrick Daykin | | Dick Maki |
| Membership Coordinator | Glen Reinhardt | | Mark Estabrook |
| Newsletter Editor | Jeff Scorse | | Ed Murphy |
| Merchandise Representative | Steve & Patty Bortle | | |
| Aviation Center Manager | Dave Dion | Safety | Dave Dion |
| Aero Fair Coordinator | Dave Dion | | Gary Daugherty |
| Santa Visit Coordinator | Patrick Daykin | | Dick Maki |
| | | Airport Commission Rep | Richard Gersh |

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 November 2018

TBD:

Greg joined at the end of October. He owns a super Decathlon based here at KFIT. Greg holds ratings for SEL, MEL, Instrument, Glider, and is a CFII.

!! 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





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.

Here's a blurb from the website:

AmazonSmile is a website operated by Amazon with the same products, prices, and shopping features as Amazon.com. The difference is that when you shop on AmazonSmile, the AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice.

Every item available for purchase on www.amazon.com is also available on AmazonSmile (smile.amazon.com) at the same price. You will see eligible products marked "Eligible for AmazonSmile donation" on their product detail pages.

So, if you shop at Amazon, shop at smile.amazon.com and help support FPA!

Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

Pilot items of interest to support refresher training and flight safety

By Dave Dion, FPA Safety Committee Chair

Winter Flying Tips (from Sporty's Student Pilot Training)

1. **Always carry winter weather gear** – This first tip may seem like common sense, but I can't stress enough the importance of carrying cold weather gear when the temperature gets below freezing. Most modern training airplanes provide a comfortable, warm cabin up in the air, even as the temperature approaches 0° F outside. This can cause a false sense of security and lead you into thinking that you may not need the extra clothing layers, gloves, hats, etc. But you have to always be prepared for an emergency landing, which could leave you in cold conditions for hours or even days. And the most important piece of cold weather gear? A cell phone of course.
2. **Don't rule out frost after you land** – Most flight schools and aircraft owners are very conscious about frost forming on the airplane when left out on clear nights when the temperature is close to or below freezing. If your flight needs to get out early in the morning, the airplane should be hangared overnight and pulled out just before departure. There's another time when frost can sneak up on you though, causing a delay if you're not prepared. Let's say you takeoff just before sunrise and head to another airport not too far away to visit the airport diner. When you come back to your airplane 30 – 60 minutes later, there's a good chance you'll find a fresh layer of frost on the wings and tail.

3. **Practice takeoffs and landings on contaminated runways** – Just because the runway at your airport has residual snow or slick spots doesn't mean you have to cancel your flight lesson. In fact, ask any Alaskan bush pilot and they'll probably tell you that landing on snow-covered runways is the norm rather than the exception in the winter. After a winter storm passes you'll want to wait for the airport maintenance crew to clear the majority of snow from the runway. Then determine the braking action from the published NOTAM or from airport officials, which will be described as Good, Fair, Poor or Nil. If you and your instructor determine runway and braking conditions are suitable, continue on with your lesson. You'll quickly learn the importance of speed control on final approach and how to make real-world use of the soft-field takeoff and landing techniques. Just be sure to taxi at slower than normal speeds and keep an eye on the wings when maneuvering near tall snow banks.



4. **Review cold weather procedures for your aircraft** – There's probably a good chance you haven't reviewed your aircraft's cold weather normal and emergency procedures since last year (unless you had an FAA pilot checkride over the summer). I like to make it a habit each fall to pull out the POH for each aircraft I fly and review cold weather starting limitations, normal procedures and emergency checklists pertinent to cold weather ops. You should commit to memory temperature and battery limitations, starter duty cycle limits and the first few items in the checklist for an engine fire during start.
5. **Recognize aircraft and engine limitations in cold weather** – When the temperature is below freezing you'll want to be more cautious about how you operate the aircraft engine. A good procedure is to avoid making sudden power changes as temperatures drop below 20°F and below. This means staying away from maneuvers like touch-n-gos, simulated engine failures and stall recoveries when the temperature is that cold.

Flight Log

By Dave Dion

FPA Strolls at Nantucket on December 1

To Stroll or Not to Stroll - was that the question ???
Nope - we "planned" to Stroll. The question was if the weather would allow us to get to and return from the Stroll !!! After consulting with various weather sources and each other (flyout Stroll pilots met in the hangar prior to departure) - the forecast was scattered clouds / VFR upon FIT departure; a solid 4,000 deck at ~Framingham to the Cape Cod Canal; then VFR into Nantucket (ACK). Flyout pilots cruised VFR above the deck to ACK (see first picture below – Dave Dion starts his early morning enroute descent from 7500' to Nantucket in the Cirrus).



Four flyout airplanes landed at ACK (three from FIT and one from Sanford Maine - 10 people total) and after the short cab ride to old town Nantucket ... next was to take a group photo at one of the Nantucket landmarks (the big picture compass rose). Note - on the far right FPA member John Arsenault posed with his official "Stroll" scarf and at far left member Dave Dion brought along one of our FPA feathered flamingo friends from the hangar.



Then we strolled the streets of Nantucket ... enjoying the many festive sights along the bumpy old town roads (note - the streets are in-laid with ballast stones from old whaling ships).

An early lunch was next on the agenda so that we did (see picture with the flyout gang; left to right - Jeff Scorse (his daughter Sage took the picture), Mike Dupris and daughter from Sanford, Bill Gruber and wife, Andrew Dion, John Arsenault, Bill Broderick, and Dave Dion (still with that flamingo).



Then it got crowded at Nantucket - the mainland ferries arrived, and the Coast Guard delivered Santa to thousands of adoring fans at the main harbor dock. With one eye on the sky we decided to head back to the airport and depart for FIT. Since our early arrival at ACK ... many "big iron" jets and GA aircraft now filled the airport ramp. Let's get out of Dodge before the clouds thicken up and lots of airplanes would be departing too.



Jeff Scorse (Warrior II) returned to FIT VFR after finding a large blue hole to the east, turned west, and climbed to 6500'. The photo above was from somewhere over Martha's Vineyard.

Bill Gruber (Diamond DA40) and Dave Dion (Cirrus SR22) returned IFR. At a pleasant and comfortable 4,000 foot cruise altitude in Dave Dion's cockpit ... "Louise" the flamingo (named after our beloved member Louise Anderson) was "thumbs up" (if that plastic, feathered flamingo had thumbs) and helped us recall fond memories from this year's Nantucket Stroll.

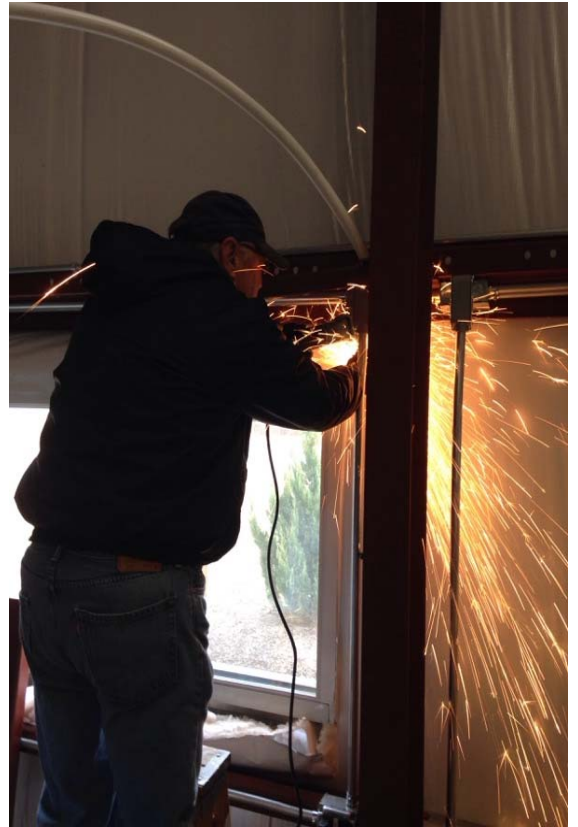


Hangar Happenings

Dave Dion: FPA Aviation Center Manager

Sparks fly as the hangar "window crew" worked to complete the installation / securing / calking the eight hangar windows before the coooold winter sets in.

FPA president elect Glen Reinhardt cuts down a vertical beam for a perfect fit (with VP elect Dave Babineau hanging on).



The window crew added each window's exterior edging (left to right - Dave Babineau, John Arsenault, & Glen Reinhardt).

The frappin flock of FPA feathered flamingoes discussed how much fun the Saturday morning coffees are at the hangar ... so they decided to NOT fly South for the winter and instead hang out in the FPA hangar. But they kabitzed about the upcoming snow storm - so they moved inside the hangar as soon as the windows were complete (and just in time).



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