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- FPA VMC & IMC Clubs
- Next FPA Meeting is:  
**10/13/20 – Via Zoom AND in person at 7PM**

### 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.fltplan.com](http://www.fltplan.com)
- [www.airnav.com](http://www.airnav.com)
- [www.flightaware.com](http://www.flightaware.com)

presentation for both VFR and IFR pilots. We will offer seating at the FPA hangar for those who wish to attend and Zoom for those who wish to remain remote. Doug’s presentation will also be a Wings program, so sign up on the FAASTeam site as well as Meetup.

## President’s Corner

*Let’s go fly and have some fun!*

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



### President’s Corner October 2020

October is going to be a trial month for us. Our monthly meeting will be held both in-person and virtually. I have reserved 45 seats in the hangar for in-person attendees. If those fill up, then all remaining attendees must be virtual.

There will be no food served or allowed in the hangar. Seats will be spaced at least 6’ apart and face masks will be required. So, although it won’t be ideal, it will be a chance for pilots to greet and talk with fellow pilots. Our speaker this month will be Tim Hess of Unlimited Aero Engines. We have been trying to get Tim for almost a year. His knowledge of aircraft engines is outstanding. If you’ve ever thought about winter cold starts and what that does to an engine, or engine reman or core trade-in or rebuild to new here is where you can get some excellent information.

For those attending virtually, you will see everything that an in-person attendee sees except for the actual parts Tim will pass around for attendees to handle and see for themselves. But I hope to have photos of the parts so virtual attendees can see the same examples. Virtual attendees will be able to ask questions via the chat function on Zoom.

So whichever way you plan to attend the meeting, it should be extremely informative.

November’s meeting will have a virtual speaker - Doug Stewart. This will be another exciting monthly meeting with Doug discussing VFR into IFR conditions and when and how to use particular instruments. This will be a great

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
		Food	Glen Reinhardt
		IMC/VMC Club Coordinator	Dave Dion
		Simulator Coordinator	Mark Estabrook
		Airport Commission Rep	Richard Gersh
Committee Chair and Chairmen	Names		
Aero Fair Coordinator	Dave Dion		
Facilities	Dave Dion		
Nominations	Ed Littlejohn		
Safety	Dave Dion		
Scholarship	John Arsenault		
Young Eagles & Santa Fest Coordinator	Patrick Daykin		

## !! OVER DUES !!

The dues of \$50 is used to pay our land rent, our city real estate taxes, our utilities and our mortgage on the hangar. Our aircraft hangar rent goes toward the same expenses. We need to fund raise more to cover all of our expenses. **That is why we ask, if you can, to donate an additional \$40 along with your dues.** Our biggest fund raising activity, the V8 car show looks to be cancelled this year so we will be looking for other sources of revenue for 2020. If you have already paid your dues – THANK YOU! If not, please take the time to write a check or go to [Fitchburgpilots.org](http://Fitchburgpilots.org) and pay by Paypal. Checks can be mailed to:

***Fitchburg Pilot's Association, 563 Crawford Street, Fitchburg, MA 01420***

## 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.

**If you shop at Amazon, shop at [smile.amazon.com](http://smile.amazon.com) and help support FPA!**

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## 2021 FPA Elections

The FPA/EAA Chapter 1454 officer elections for calendar year 2021 will be held during the November chapter meeting.

The nominating committee has canvassed the membership and the nominations for re-election are:

President	Glen Reinhardt
Vice President	Dave Babineau
Secretary	Chris Lund
Treasurer	Gary Daugherty

**For information, the committees and chairman for 2021 will be:**

Aero Fair	Dave Dion
Facilities	Dave Dion
Nominations	Ed Littlejohn
Safety	Dave Dion
Scholarship	John Arsenault
Young Eagles	Patrick Daykin
Santa Fest	Patrick Daykin

**Key contributors continuing for 2021 are:**

Program/Wings Coordinator	Jim Bisson
Eagles Coordinator	Mark Estabrook
Membership Coordinator	Dave Babineau
Newsletter Editor	Jeff Scorse
Food Coordinator	Glen Reinhardt
IMC/VMC Club	Dave Dion
Simulation Coordinator	Mark Estabrook
Airport Commission Representative	Dick Gersh
Web Site Coordinator	Michael Kane

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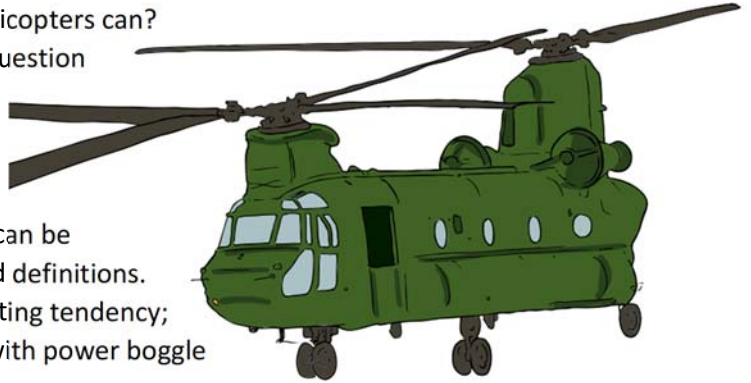
# Story Time

By Anonymous

## Whirly Birds and Rotor Heads

Have you ever wondered why dodo birds couldn't fly but helicopters can? They both appear ungainly. This seemingly unfathomable question has plagued tortured minds (one or two anyway) since Igor Sikorsky. Finally, the mystery is solved.... or not.

Helicopters fly because of two things. The first being the aeronautical application of the laws of physics. These laws can be explained by equations and expressed through theories and definitions. Terms like: dissymmetry of lift; retreating blade stall; translating tendency; blade flap, lead and lag; gyroscopic precession and settling with power boggle the mind. And they're boring.



The second element enabling helicopters to fly is much more interesting. This "thing" is MAGIC, which involves the integration of a carbon-life-form (person) into the mechanical device (helicopter).

Meet Victor Williams.

The year was 1966. The place was Tuba City, Arizona. Tuba City was located somewhat between nowhere and somewhere, but closer to the former. US highway 160 dissected it from East to West and Arizona highway 264 came in from the southeast, turning into Main Street.

Victor, or Vick as his mother called him, was an average guy. Medium height, brown hair, hazel eyes, moderate intelligence and considered by the girls at school to be about a 4.5 on a scale of 10. This may have seemed somewhat generous, but since the male high school population in Tuba City was generally unattractive, this skewed the ranking. Vick was shy, a senior in high school and worked after hours as a stock boy at the local Safeway grocery store. He was disparagingly referred to by his peers as VW. After all, in the mid 60's, 1200cc beetles (Volkswagens) were jokes when compared to 327 and 427 cubic inch and Dodge Hemi engines cruising the A&W drive-in parking lot. VW didn't comprehend the irony of his nickname.

VW lived with his mother, younger half-brother and stepfather. Most evenings after dinner the family watched Huntley and Brinkley on the news. Lots of stuff was going on: demonstrations, riots, women's lib and ban the bra, love-ins and assassinations, not to mention the Cold War and potential annihilation. But mostly there was Vietnam. The old Admiral TV screen was replete with body counts and HELICOPTERS. VW fell in love. Freedom! How neat it must be to fly up, down, sideways and backwards. Had VW possessed a more sophisticated vocabulary he might have used the word "liberating."

The future was bleak. No college for VW. He was about to turn 18 and his stepfather had made it clear. After graduation VW was out on his own. He was certain to have a low draft number and was petrified of being drafted. What if he was detailed as a tunnel rat or forward observer. He had heard their life expectancies were something like 8 (he couldn't recall if it was minutes, days, weeks or months - but it wasn't good). Alas, was there any hope?

One afternoon in late April, after school about 4PM, VW was bagging groceries when a soldier in uniform got into his line. It was unusual to see a soldier, especially in uniform, as they weren't all that popular. VW dutifully bagged the Slim Jims, chips, broccoli, ketchup, frozen pizza, whipped cream, bacon and peanut butter. He placed two cases of beer on the grocery cart and followed the man out into the parking lot.

"Hey kid," the soldier said. "You're probably wondering about the broccoli, it's for my neighbor. She's a widow and has trouble getting out of her trailer to shop. What's your name?"

I forgot to mention that VW was not only shy, but also occasionally stammered. This was one of those occasions.

"Mmmy name is Vick but my ffrriends call mmme VW."

"How old are you?"

"I tttturn 18 nnnnext month?"

"I'll bet you're a senior and a pretty sharp cookie." VW nodded in the affirmative, not differentiating between the two elements of the soldier's interrogative. After all, he really was a senior.

"Have you ever considered enlisting in the Army? I'm the regional recruiter and I can fix you up with a really good deal so long as you graduate high school. And even if you don't graduate, we could fix you up with a GED or bring you in some other way." (The Army needed lots of bodies - live ones). Terror struck. Visions of tunnels, exploding artillery shells and carcasses splayed out along a dirt trail being counted filled VW's mind.

"Nnnot rreally" he squeaked. His stutter threatened to disassemble anything else he might utter.

As VW placed the bags in the trunk of the soldier's black 1963 Buick Wildcat 4 door hardtop convertible with a large dent on the right rear quarter panel, the Sergeant said the special word. True, it was mixed in with other words, but it was embedded there none the less.

"If you finish your degree and score well enough on the ASVAB (Armed Services Vocational Aptitude Battery) test, I can probably get you into the Warrant Officer program to fly helicopters." And there it was - the special word.

VW was astonished. Could this be true? Not only could he escape his stepfather and Tuba City, but he could FLY HELICOPTERS. VW would no longer be average, or so he thought. What the recruiter didn't say was that if he didn't qualify, or stumbled in basic training, or couldn't survive concurrent Warrant Officer training and flight school, or yelled "uncle" during SERE (Survival, Evasion, Resistance and Escape) training, he would likely end up as a tunnel rat or an artillery forward observer (FO). Ouch!! Good thing VW didn't know.

The MAGIC was about to begin.

To be continued - maybe.

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## Safety Corner – Stop Calling It the Impossible Turn

by Dave Dion, FPA Safety Committee Chair

(By John Zimmerman (Air Facts Journal, September 2020))

The debate over “the impossible turn” seems to be heating up. In the last few months there’s been multiple articles, videos, and forum threads on the subject. The impossible turn is actually quite a vague phrase. It generally refers to a low altitude, 180-degree turn back to the departure airport after experiencing an engine failure on takeoff. The classic scenario involves a sudden power loss below 1000 ft. AGL, where the pilot feels an overwhelming urge to crank and bank their way back to the safety of a runway. There’s not much margin for error, especially at low altitude, and if it’s not done properly the result can be fatal.

I appreciate the desire to make an impression, and that’s clearly what safety advocates are trying to do with their catchy phrase—if the engine quits on takeoff, resist the urge to turn. It’s impossible. There might be a perfectly good field right in front of the airplane, and landing there is easier and safer than trying to get back to the airport.

But while this may be good advice for a new pilot, very few things in aviation are quite so black and white. Such binary language may discourage a pilot from ever trying a turnback, which is flat out wrong. Sometimes, returning to the airport is the safest option and if you’ve never practiced it or thought about it there’s no way you’ll pull it off successfully. **Think about your own home airport - how many good options exist for an off airport landing just a short distance from the departure runway ???**

I believe pilots make the impossible turn successfully every year, but you rarely hear about them because good news rarely makes the headlines. Glider pilots practice this maneuver all the time, simulating a rope break on departure; glider pilots know the impossible turn isn’t impossible at all. We simply have to know when it’s safe and when it’s not.

This brings up the critical question: how low is too low? The correct answer varies from airplane to airplane and even airport to airport (a large airport with multiple runways means a shorter turn is required to find pavement). About 1000 ft. AGL is a good starting point, but it could be as low as 600 ft. or as high as 2500 ft.

The only way to know for sure is to practice, but make sure to do it from a safe altitude and with an instructor onboard. In the airplane, one option is to simulate a takeoff by flying down the runway at slow speed but from 1000-2000 ft. AGL. Climb out as you normally would, and at a predetermined altitude pull the power back. Make your turn and set a hard deck to create an airport in the sky—if you’re not “on the runway” by 1000 ft. AGL it’s time to abandon the maneuver and go around.

Over the years I’ve come away with some important lessons for this maneuver. First, and most importantly, the initial reaction should almost always be to push. If you’re climbing out at  $V_y$ , you will likely be at a high pitch angle and without much excess energy. The human instinct is to pull back, but doing so in this situation can quickly lead to a stall. I tell myself to push forward and reduce the angle of attack before doing anything else. At the very least, this buys time.

Next, it’s critical that you make the turn aggressively. That doesn’t mean dangerously—you’re low to the ground and at slow speed, so you want to be very careful of an accelerated stall—but if you only bank 10 degrees you’ll never make it back. At least a 30-degree bank seems to be about right, but that feels like a lot when you’re low to the ground. Don’t let the airplane overbank and don’t pull back to tighten the turn.

Finally, wind matters. Taking off in calm winds might mean your turnback leaves you far away from the runway, while a 20-knot headwind can leave you right on top of the airport when you roll back out. In some practice scenarios with strong headwinds on takeoff, the biggest issue is getting stopped on the runway after turning back. The headwind keeps

you close to the airport as you climb, but then pushes you when you descend. To avoid running off the far end of the runway, full flaps and even a slip may be required. Solving this problem simply takes practice.

There's no doubt that this is a maximum performance maneuver, but then again a catastrophic engine failure is an emergency situation that demands decisive action. With planning and practice, the impossible turn becomes just another tool in the bag, one that can be invaluable if used under the right circumstances. Many open-minded pilots now recognize this, from Captain Brian Schiff (who forcefully advocates for "[the possible turn](#)") to the FAA (who updated their guidance in [Advisory Circular 61-83](#)).

The key is to have a plan that you brief before every takeoff (even if it's just to yourself). You have to know what your options are and be spring-loaded to react properly, given the conditions. For me, this briefing always considers a few essential things:

- Runway length: when can we just land back on the runway? A 10,000 ft. runway gives you more options straight ahead
- Airport environment: is there a parallel or intersecting runway that is more convenient to turn towards?
- Surrounding terrain: are there any good options besides the airport or conversely, are there any obstacles to avoid?
- Wind: I like to turn into the wind when possible, since this requires a less aggressive turn to be lined up on final

Impossible turn? Hardly. Calling it the possible turn is more accurate, but I prefer "the unforgiving turn."

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## Fitchburg VMC & IMC Clubs

By Dave Dion



What we do: watch EAA provided video scenarios and participate in group discussion to create "**Hangar Talk**" - that's valuable, practical knowledge gained from the group's discussion of the flying scenario issues and problems encountered



- Videos: actual in-flight scenarios (problems, equipment failures, weather, etc) - **what would you do ??**
- IMC Club includes IMC / IFR situations
- VMC Club is under visual flight rules
- Pilot Workshops materials: for additional / supporting "refresher" training reinforcement

Your Takeaway: attending pilots are able to share knowledge and experiences, network, promote safety, and build proficiency in instrument flying (IMC Club) or when under visual flight rules (VMC Club)

Meetings are being held via Zoom so please see the invite in Meetup for log in details.

**When: IMC Club (Sept 17) – Zoom at 7PM**

**VMC Club (Sept 23) – Zoom at 7PM**

**See Meetup to sign up**

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