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- **IMC Club:**

Key Organization Links

www.fitchburgpilots.org
www.meetup.com/fitchburgpilots
www.facebook.com/fitchburgpilots/
www.fitchburgairport.com
www.eaa.org
www.aopa.org

Key Weather Links

www.windy.com
www.aviationweather.gov
www.usairnet.com

Key Reference Links

www.fltplan.com
www.airnav.com
www.flightaware.com

President's Corner



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

How wonderful it was to have an “almost” regular meeting in May. Tim Hess presented live and via Zoom on engine rebuilds and other engine topics. We had about 35 attendees with several new faces in the mix. Those attending were happy getting together again. We worked to make sure food service was safe and the hangar doors were open for maximum ventilation.

June will also be live and via Zoom as well. This month we have Eric Sheffels presenting on flying the Cirrus Vision Jet. Eric will detail what the process is to acquire a Vision Jet. Cirrus won't just let you plop down some green and walk away with one of their nifty jets. Eric will also give some personal background on his flying history. That includes homebuilding several aircraft – including a Lancair. We will have Eric's Lancair and Vision Jet and an SR22. in our hangar. To help us with fundraising, Eric is donating a 1-hour flight for three pilots in the Vision Jet. Raffle tickets will be \$50 each or three chances for \$100 and there will be three winners. The Vision Jet affords the space to allow the co-pilot to exchange seats with a backseat passenger while in flight. Each winning entrant will get ~ 20 minutes up front. Bring a check or pay by credit card or cash for a chance at this unique experience.

Speaking of fundraising. We have a matching challenge going on. An anonymous member has offered to match up to \$1,000 in donations by July 15th. We are a little more than halfway there so far. Don't miss this opportunity to double your donation!

I also want to thank those members who have decided to purchase a brick for our walkway. We have enough to justify an order so if you are still considering purchasing a brick, do it very soon by contacting Dick Maki or visit the EAA1454 (Fitchburg Pilots Assoc) web page under “FPA Events – Buy a Brick.”

I also want to announce that another anonymous donation has come in that will ensure that we can cover our costs for the remaining of this year and into next. This was a generous and welcome surprise.

I'm still working on a July presenter. If anyone has an idea or would like to volunteer to talk on their airplane, an interesting flight, or a special area of knowledge, let me know.

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
Committee Chair and Chairmen	Names	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		

!! 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.** Please take the time to write a check or go to Fitchburgpilots.org and pay by Paypal. Checks can be mailed to:

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



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!

➤ Safety Corner

by Dave Dion - FPA Safety Committee Chair

4 Rules of Thumb for Summer Flying

(Reference May 2021 Boldmethod article)

Summer temps are heating up. Here are 4 great rules-of-thumb to use on the hot days ahead.

1) Takeoff roll increases about 10% for every additional 1,000 feet of Density Altitude (DA)

- On hot days, you get high density altitude and decreased performance. For most normally-aspirated GA airplanes, you'll add about 10% of takeoff roll for every 1,000' of DA.
- For example, if your airport's density altitude on a hot day is 3,200' over field elevation, you'll increase your takeoff roll by about 32% over an ISA day. So if you have a 1,500' takeoff roll on a standard (ISA) day, you'll increase that roll to almost 2,000' (i.e., about one-third more takeoff roll).

2) Calculating Civil Twilight (And Logging Night Flight Time)

- The days are getting longer in the Northern Hemisphere. So how can you quickly figure out when you can log night flight time?
- A good rule-of-thumb for calculating civil twilight is that it usually ends between 20-35 minutes after sunset. For example, if sunset is at 7:50 PM, and civil twilight ends at 8:20 PM, then the difference of 30 minutes.
- Once twilight ends, you can start logging night flight time. But remember, you need to wait 1 hour after sunset to log night landings.

3) Stay a minimum of 5 miles from storms, and up to 20 miles if you can.

- Flying closer than 5 miles from visible overhanging areas in storm clouds puts you at risk of flying through hail and severe turbulence. That's not good for your plane, or your passengers.
- In some cases, aircraft have encountered hail, severe windshear, and severe turbulence up to 20 miles from storms. When in doubt, keep your distance.



4) Add Half The Gust Factor On Windy Day Landings

- When you're dealing with a gusty day, the FAA recommends that you add half the gust factor to your final approach speed to give yourself safe padding from a stall.

Add Half The Wind Gust Factor To Your Final Approach Speed



- Winds 18KTG30
(12 knot gust factor)
- Normal final approach speed: 80 knots
- New final approach speed: 86 knots

For example, if the winds are reported at 18 knots, gusting to 30 knots, it means you have a gust factor of 12 knots ($30 - 18 = 12$). So if you take half the gust factor, you get 6 knots ($12 / 2 = 6$).

[boldmethod](#) ➤

Flight Log – The Price of Pie

By Glen Reinhardt

If you read last month's newsletter you will recall that Kathy and I and our Piper Dakota had just departed Grants-Milan, New Mexico. We circled Mt Taylor (11,301') to the south and then turned north east for Kansas. Our planned destination was Liberal, Kansas (KLBL) a distance of 365 NM, give or take. A straight-line route called for minimum obstruction altitudes of 11,000' to 13,500'. The higher altitudes were crossing the Sangre de Cristo range. We opted to divert south to Las Vegas, New Mexico (not Las Vegas, Nevada). We flew at 11,500 with no oxygen. If I were to do it again, I would have oxygen.

Kathy was sleeping as we approached Las Vegas. I had just passed south of some peaks that reached 10,400. After that I descended to 9,500'. But passing over Galinas at 8,400' the terrain drops sharply just before Las Vegas and we got caught in a downdraft that dropped the Dakota like an elevator on the loose. Kathy awoke with a start and took a quick look at me to see if she should panic. She handled the event quite well and reminded me that if I had stayed at 11,500' a little longer the sharp descent might not have happened, and she would still be resting peaceably.

We stayed south of the Mt Dora East and West MOAs and made our turn more northerly over Dalhart, Texas, dropping down to 7,500'. The flight was smooth and uneventful the rest of the way to Liberal. KLBL is a non-towered airport with two runways: 04-22 and 17-35. As I approached, I was curious about the Unicom call outs. But sure enough it went like this: "Liberal traffic, Dakota 1234JD three to the north on a 45 for runway 35. I resisted the urge to call "Conservative traffic,....." I'm sure they've heard it before.

We landed with no hotel reservations but the FBO had already called a shuttle for us. They recommended a hotel that no longer exists. It was an independent older on the second floor and I was on crutches. No have a refrigerator and a microwave. Diner in Grants-Milan? We had leftovers. to borrow plates and tableware and meal of the day we decided we should having dessert and cocktails in their pies. I ordered a huge slice of pecan Two gin and tonics and life was good.



hotel, two floors, and no elevator. We were worries. The room wasn't fancy but did Remember that meal at the Wow Kathy went to the hotel restaurant napkins. After our second diner repay the restaurant's hospitality by establishment. They had homemade and Kathy had an even larger slice of apple.

I asked for the check and the waitress just said; "That will be \$10.50." I said, "No, no. We had two drinks and two big slices of pie." "That's right" she said "\$10.50". I offered her some advice. "Don't come to Boston for pie!" After more than 8 hours of flying we slept well in our Liberal bed.

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 (June 17) – Zoom at 7PM VMC Club (June 23) – Zoom at 7PM

Instrument Pilots - Did You Know ???

Fitchburg non-precision Minimum Descent Altitude (MDA) for runways 32 and 14 have changed (as of 22 Apr 21).

Thanks Gary Daugherty for the ping !!

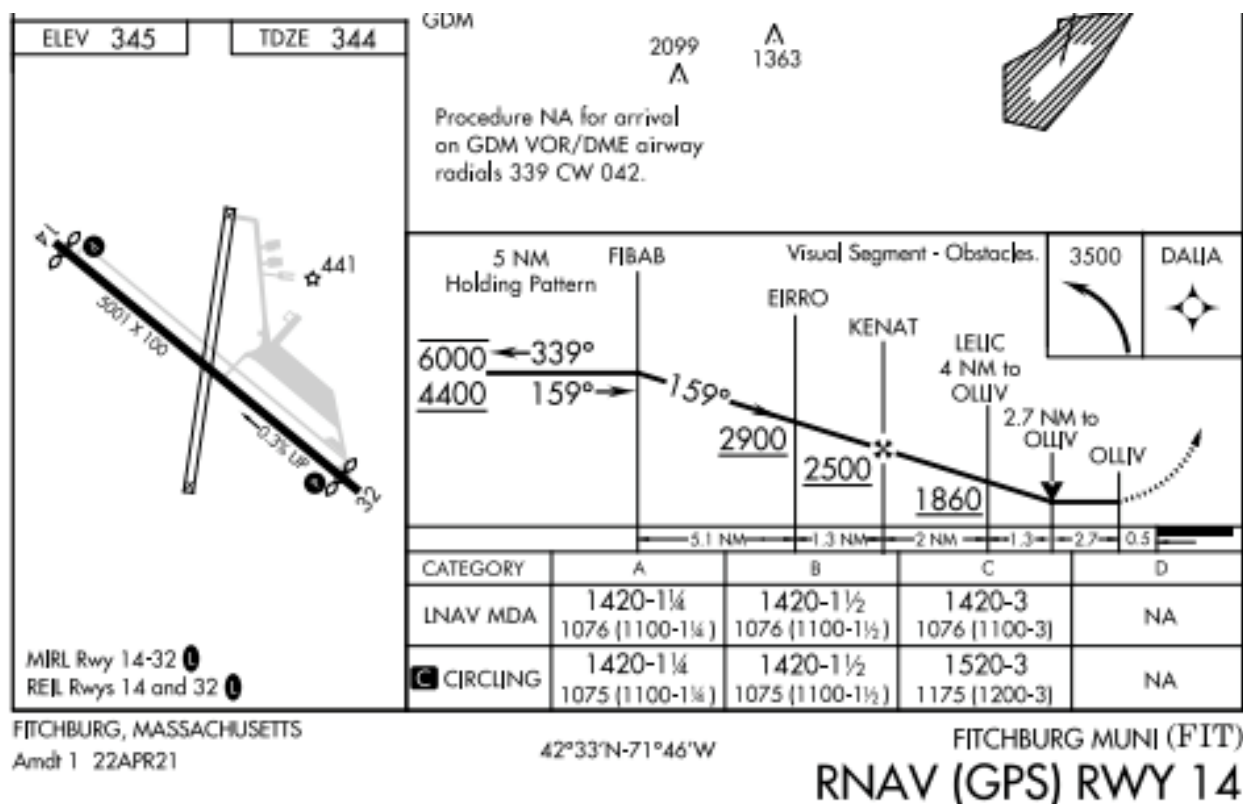
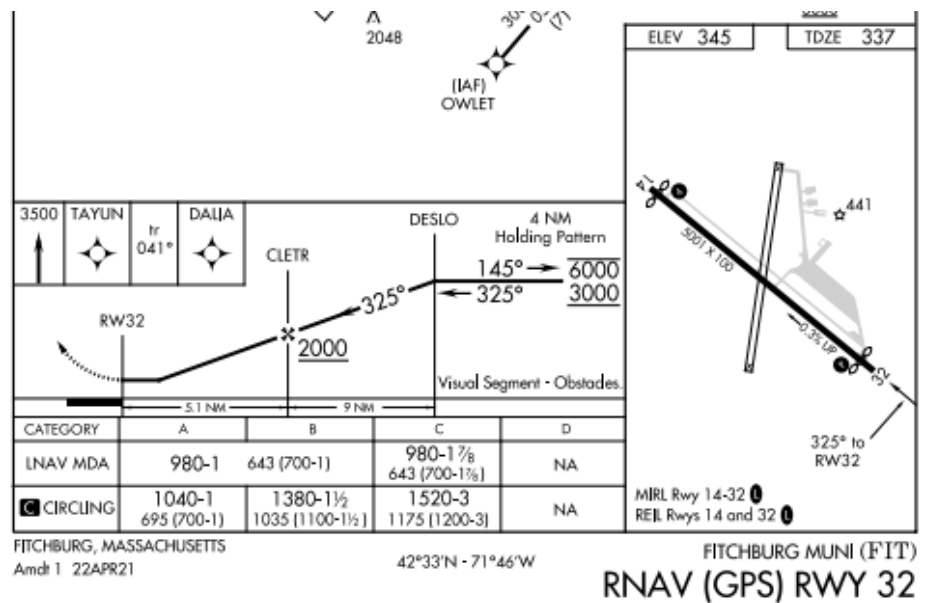
> RNAV (GPS) RWY 32 MDA was 1,120 ft;
now lower to 980 ft

Note 1: at holding and to DELSO - no lower than 3,000 ft and no higher than 6,000 ft (previously no lower than 3,000 ft only); my guess - stay below 6,000 ft due to Hanscom and Logan arrivals

Note 2: as always - check with Boston Center to ensure Restricted Area 4102 (part of Devens Range Complex) is "cold" (not operational) before proceeding with the RNAV (GPS) approach to runway 32

RNAV (GPS) RWY 14 MDA was 1,320 ft;
now higher at 1420 ft

Note: at holding and to FIBAB - no lower than 4,400 ft and no higher than 6,000 ft (previously no lower than 4,400 ft only); same guess - stay below 6,000 ft due to Hanscom and Logan arrivals



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