

# Fitchburg Pilots Association EAA Chapter 1454 Newsletter



## President's Corner

March 2020

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- Next FPA Meeting is:  
**Tuesday March 10<sup>th</sup>, 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.massdot.state.ma.us/Aeronautics](http://www.massdot.state.ma.us/Aeronautics)

### 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)  
[www.pilotgeek.com](http://www.pilotgeek.com)  
[www.skyvector.com](http://www.skyvector.com)  
[www.aopa.org/aopalive/](http://www.aopa.org/aopalive/)



*Let's go fly and have some fun!*

Glen Reinhardt - President, Fitchburg Pilots Association EAA Chapter 1454

Fly Safe – Fly Often

Glen Reinhardt, President Fitchburg Pilot's Association, EAA 1454

As I write this, I am on a beach in Acapulco, Mexico. I hear a sound like a leaf blower but at the wrong altitude - not ground level. I depart the shade of my Palapa, stand in the hot sand, and look skyward. Well not so skyward. About 50' above me is a



powered paraglider. I wave and the pilot waves back and then proceeds southward along the beach toward the departure end of Acapulco International Airport runways 24 and 28.

Later he returns and I watch as he appears to descend and land on the beach a little more than a mile north from me. The next morning Kathy and I are walking the beach when we see a Jeep pulling a trike with a fan enter the beach's public access. We stop to introduce ourselves. Oddly we need to speak French to this pilot, not Spanish. He is from France but spends many months here and keeps a powered paraglider here.

I asked about the low flying over beach goers heads as well as being so close to an International airport. He says the airport doesn't mind him flying as long as he stays below the elevation

of the hotels. Hence 50'-100'. Then he says, "Only in Mexico." Can you image flying at 50' and 1/2 mile from a Logan Airport runway? With no radio?? "Only in Mexico!"

One of my goals during this stay is to read *The Flight* by Dan Hampton, the story of Charles Lindbergh's historic flight across the Atlantic. I was shocked to see that for much of his flight he flew at 50-150' including over the Atlantic. Seeing the Paraglider over the beach at 50-100', that is low! Lindbergh was flying IFR (I follow railroads) using a set of Rand McNally railroad maps. Fortunately, there weren't many high towers to hit. By the time Lindbergh gets to Paris he has been awake for 55 hours. (He went to the theater the night before departure and didn't sleep that night). He found the City of Lights in the dark and the L'arc de Triomphe. All he knew was that Le Bourget airfield was 10 miles to the northwest of L'arc de Triomphe. He didn't have a diagram of the field or runways, and it wasn't lit for night operations. So, he looked for a dark area, which became difficult because word of his arrival had spread (despite being 3 hours early). There were so many automobile headlights on the field he wasn't sure what it was.

You know he landed and that he was mobbed and pulled from his airplane. You may not know that his logbook was taken and never returned to him. I'm bringing the book home with me. If you wish to borrow it, it will be in the FPA hangar library.



Fly safe, fly often

Glen Reinhardt, President Fitchburg Pilot's Association

P.S. Kathy read this and liked it also!

## !! New Members !!

**Fernando Serra** - flies a Cherokee from KFIT, ratings SEL, SES, and instrument

**David Davies** - Rents at Warrior at KBED and has an instrument rating. Is looking to own.

## 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. Even so, we still need to fund raise a bit 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, providing food for the Early Ford V8 car show, pretty much completes the fundraising effort and gets us to a break even for the year. 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.

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

# 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	Committee Chair and Members	Names
President	Glen Reinhardt	Fund Raising	Chris Lund
Vice President	Dave Babineau	Food	Glen Reinhardt
Treasurer	Gary Daugherty		Dave Dion
Secretary	Chris Lund		Dave Babineau
			Chris Lund
<b>Key Contributors</b>	<b>Names</b>		Gary Daugherty
Program/Wings Coordinator	Jim Bisson		Dick Maki
Young Eagles Coordinator	Patrick Daykin	Scholarship	Dick Maki
Eagles Coordinator	Mark Estabrook		Jim Bisson
Membership Coordinator	Dave Babineau		Mark Estabrook
Newsletter Editor	Jeff Scorse		
Aviation Center Manager	Dave Dion	Safety	Dave Dion
Aero Fair Coordinator	Dave Dion		Gary Daugherty
Santa Visit Coordinator	Patrick Daykin		Dick Maki
Simulator Committee	Mark Estabrook		
IMC and VMC Club	Dave Dion	Airport Commission Rep	Richard Gersh

## 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)

When: **IMC Club (Thursday, March 19 @ 6pm in the FPA hangar)**  
**VMC Club (Saturday, March 21 @ 9am in the FPA hangar)**



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# Flight Simulator Corner



## Your Sim Committee:

Chair: Mark E.(mestabr@gmail.com)

Members: Antonio Aleman, Dave Bellew, Dave Dion, Ed Littlejohn, Bill Gruber, Andy Goldstein

### The simulator works!

My aircraft has been in paint for 5 months! That means I have not gotten ANY flight practice over that time except the 90 minutes I hired one of the FCA instructors to take me up for my BiAnnual and 3 landings to keep me current in the SR22 (closest I could get to a Mooney performance). I did however practice many times the gusty x-wind to RWY 02 and RWY 20 that we have programmed on the flight simulator. Well, after picking up my plane (which looks awesome by the way) guess what the conditions at KFIT were for my first Mooney landing in 5 months? You guessed it. Direct x-wind to RWY 02 8kts gusting to 12 (~ max demonstrated x-wind component for my plane). I'm a crabber on x-wind lands until the flare, at which point I dip the wing into the wind and kick the rudder to align to the runway. That coordination in gust can be a little tricky, and the Mooney makes it doubly so. The Mooney (for those who don't know) has a laminar flow wing, and a very efficient profile into the wind which means it just wants to keep flying. So it's hard to just plant it (well... you can, but you'll bounce right back up!); you really have to dance on the controls as you maneuver to the touchdown. As soon as I lined up for final it felt just like the simulator and I greased the landing! I'm not saying sim time is a replacement for actual, but muscle memory around gusty x-winds worked well for me, and it felt familiar which keeps the pucker factor low. For me, I'm grateful for the time in the simulator which helped to retain the appropriate muscle memory.

### Under Construction

Thanks to donations from a couple members we are adding a Helicopter simulation set up! This is a dedicated set up that will have a single monitor (at least for now). Dave Dion has found some room for us, so perhaps at the next meeting we'll have it up and running and ready to rock your world! If not, we'll have it running soon thereafter. Thanks to Marc Babineau for the set up, Bill Gruber for the PC and Antonio Aleman for the MSFlight Sim software.

Antonio tells me that he's also changing out some of the fixed wing simulator to sturdy up the consoles. They tend to droop a little and sometimes it's tricky to settle into your seat just right. Thanks Antonio – master of simulation!



### Open sim time every saturday morning

Don't forget, you are welcome come learn to use the simulator on Saturday mornings from 8 to 9:30 or so. There is someone there who can show you how to get things started and set up your scenario if it's not obvious. Or just hang out, drink some coffee and fly that low approach through the rain and fog with gusty x-winds with no stress! ☺ Hope to see you there.

**What scenario would you like to see? Send me a note and someone on the Sim committee will make sure it gets posted.**

Keep calm and fly on...

Mark



**Selling 1/5 share asking \$7,500** - Cessna Cardinal 177B (1977) Aircraft has about 6,950 hours Total Time. Flight plan at 120 knots & 9.5 gph. Wide cabin, big doors, great visibility. This is an excellent opportunity to buy into a well-equipped and fun to fly IFR certified airplane. Well maintained / Heated hangar at KFIT. ADS-B in/out (Lynx 9000). Pictures and additional info upon request. Avionics -Garmin GNS-430W, TKM-MX300 Navcom, -Garmin 396 in panel dock, STEC 20 autopilot, JPI 730 engine monitor, King KMA-24 audio panel.

Contact: Brian Gaudet, [bgflyer@icloud.com](mailto:bgflyer@icloud.com), Home: 508-754-5664, Cell: 508-479-2807



**Selling 1/3 share asking \$20,000** – Piper Warrior II (1981) Airframe ~7,100 hours total time, ~1300 hours engine time. New TruTrak autopilot, New AV-20-S MFD This is an excellent opportunity to buy into a well-equipped and fun to fly IFR certified airplane. Hangared at KFIT. Pictures and additional info upon request. ADS-B OUT/IN (GTX 335/Stratux). Avionics: Garmin GNS-430W, Garmin 496 panel dock, Garmin SL30 NAV/COM, Newly installed TruTrak AeroCruze 100 autopilot and AV-20-S MFD. JPI EDM 700-4C engine monitor, PMA6000B Audio Panel.

Contact: Jeff Scorse, [jascorse@gmail.com](mailto:jascorse@gmail.com), Cell: 978-518-9212

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