

# Fitchburg Pilots Association

## EAA Chapter 1454

### Newsletter



#### Inside This Issue

- FPA / EAA 1454 Officers, Committee Members, and Key Contributors
- New Members
- Safety Corner
- Flight Log – Two Articles!
- Next FPA Meeting is:  
Tuesday Nov 13th 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.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/)

## President's Corner

November 2018



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

Mark Estabrook - N79818

President, Fitchburg Pilots Association EAA Chapter 1454

[mestabr@gmail.com](mailto:mestabr@gmail.com)

Between persistent lousy weather and kid's soccer I finally got out to fly recently after 4 or 5 weeks of wheels on the ground. My last flight had been a bit stressful with a couple of screaming girls in the plane (my own!), a lot of turbulence, unfamiliar airport and a schedule to meet. This flight was completely different. Crisp clear air, beautiful weather with the expected improved engine and aircraft performance, very little turbulence, great visibility, and beautiful scenery with the colorful leaves all around. Glen Reinhardt was flying with me as he often does, which just adds to the experience. He's a great pilot and not a bad conversationalist – and he didn't do any screaming – well, not much anyway. We tried to get in some instrument approaches but apparently the rest of New England's pilots were also taking advantage of the good weather and we just didn't feel good about messing up VFR operations at the airports we traveled to (KEEN and KVSF). That didn't diminish our fun for the day at all. And it didn't hurt that the landing back at KFIT was a squeaker. I hope you all are getting out there to fly as well!

We have a BIG November Meeting! I hope you plan to join us for our regular Tuesday meeting when Doug Stewart presents another **FAA Wings program**, this one entitled "Weather-Beyond the Standard Briefing". We look forward to another great program by Doug.

We also have our elections. The slate of officers nominated without any challengers are:

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

You'll note that my name is not listed. We have a great organization in the FPA / EAA1454. I'm very grateful for all that I've gotten from

the organization over the years. The friendships, the flight experiences, the education directly through presentations like this month's Wings program, but also indirect experiences like traveling to Oshkosh each year, attending fly outs with other pilots and even just hangar talk. I've also gotten a lot out of opportunities to give back through various programs like the Santa Fest, Young Eagles, Aero Fair, and of course serving as an officer and board member.

It's been an honor and privilege serving as your President for the past 3 years. My personal focus has been on getting the hangar completed, growing our membership and becoming financially stable. I think we are at that point now and I feel good about moving on from the President's role – especially knowing the new nominee and his many talents. Glen will do a great job as President and I look forward to supporting him in every way possible.

I want to thank all the current and past board members who have been so supportive during my tenure. You cannot imagine all of what your leadership team does at our Chapter, almost all pleasant work, but occasionally some not so pleasant work needs to get done. I'm grateful for their dedication to the FPA, its members and the provision of support whenever needed. I'm also grateful to all the members, especially those who have taken on more active roles recently that allow us to offer more and more services to the membership at large.

I plan on remaining active in the FPA. I hope I can focus more on fly outs, in particular, and perhaps do something with an Eagles program. But I still have a young family and need to also devote time there, so as always there will be a balance.

### **End of Year Charitable Giving**

Directly and indirectly we rely on your support via membership fees, volunteering for fund raising events, and your donations to support the FPA and the many programs we offer throughout the year. With your generous support we have been able to provide an educational, informational and always interesting program each month in the Aviation Center (hangar) in a comfortable environment with hot food, and excellent audio / visual.

In your annual charitable giving plan, please consider supporting the FPA/EAA1454. I'm not sure how much it will help with your taxes this year due to the new tax changes but we are still a 501c3 organization and your contributions qualify as tax deductible. You can donate at our web page via paypal or credit card, or send a check.

⇒**Web Page:** <https://fitchburgpilots.org/> Go to "Maintenance \$hop" and select whatever amount you want to donate.

⇒**Check:** Mailing address for checks

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
			Bob Scales
			Dave Babineau
			Chris Lund
			Gary Daugherty
			Dick Maki
		Scholarship	Jim Bisson
			Dick Maki
			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 October 2018

#### Greg Dinning:

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.

#### Ariel:

Ariel joined in early October. She is an inactive Commercial pilot hoping to get back into flying.

## !! 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.

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Every item available for purchase on [www.amazon.com](http://www.amazon.com) is also available on AmazonSmile ([smile.amazon.com](http://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](http://smile.amazon.com) and help support FPA!

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## 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

#### *Night Flying (shedding some light)*



We've turned back the clocks so early evening "dusk" flights may now be NIGHT flights. Some FPAers will do the "Nantucket Stroll" flyout (Dec 1) ... and that return flight may be under night conditions (it was for me one time). So here's a refresher to help make night flying as safe as possible (reference AOPA Night Flying article):

#### 1. Certification Rules

> To carry passengers at night (defined as one hour after sunset to one hour before sunrise), you need three takeoffs and three landings.

#### 2. Lighting

> Have working flashlights (or a headlamp) with white light for preflight inspection and red light to help preserve night vision in the cockpit. Needless to say – pay special attention to the aircraft's external and internal lighting BEFORE takeoff. Make sure you have a second lighting source within reach if the primary fails.

#### 3. Weather

> For VFR night flying below 10,000 feet and in Class C, D, E, & G airspace, you'll need 3 miles visibility and 500 feet below, 1,000 feet above, and 2,000 feet horizontal distance from clouds. Here are a few additional thoughts for flying at night:

- **Personal Minimums:** some VFR pilots double their weather minimums over open land (or water) at night - as this may help pilots feel they are not pressing their skill

levels flying at night with other than perfect VFR weather.

- **Fog:** another night flying weather consideration is the temperature / dew point spread. A small spread (or no spread) means increased chances of encountering fog or some form of visible moisture.
- **NOTAMS:** when getting your night weather briefing be sure to look for NOTAMS with a bearing on safe night flying. An example would be inoperable runway lights or a rotating beacon at destination.

#### 4. Vision

> When the sun goes down ... so does our visual acuity!!! To make the best of your night vision, reduce exposure to bright lights 30 minutes before the flight and during taxi (good technique is to leave off your strobes until ready for takeoff to not adversely impact other pilots in the startup area and to the takeoff position). During night flying vision is augmented by using off-center viewing – a technique requiring you to look slightly off center instead of directly at the object (don't stare but move your eyes around to facilitate off center viewing).

#### 5. Illusions

> Certain illusions can be hazardous during night flying:

- **Auto Kinesis** – caused by staring at a single point of light against a dark background for more than a few moments, auto kinesis will make the light appear to move on its own. To help prevent this, focus on a variety of objects and maintain a constant scan.
- **False Horizon** - can occur when the real horizon is obscured or by confusing lights and stars. Pilots should be especially aware of this illusion when flying toward a shoreline as the dark water may make the shore lights easily confused with stars. As a result, the pilot aligns the aircraft nose with the shore instead of the horizon. To prevent this monitor your attitude instruments for an accurate indication of your pitch.
- **Clouds** - though not an illusion, the presence of clouds on a night VFR flight can be hazardous. To ensure you don't unintentionally fly into clouds, get a thorough pre-flight weather briefing as well as in-flight updates. If you do fly into clouds it's important to use your instruments - not instincts - to maintain positive control of the aircraft.
- **Landing Illusions** - a lower-than-normal approach is most often a result of visual obscurations such as rain, haze, or even a dark runway environment. Bright lights, steep terrain, and wide runways can produce the illusion of being too low – resulting in a higher-than-normal approach. Highway lights are easy to mistake for runway lights at night; be sure you are approaching a runway, not a highway.

**Night flying is interesting, fun, and rewarding. Just stay ahead of it and be extra vigilant with your copilot.**

# Flight Log

By Mark Estabrook

## My Aviation Fix Over a Long Weekend in 2 States!

I recently took a trip visiting my daughter and her family in Denver CO. The occasion was a new baby granddaughter and a good excuse to hang with my 2 year old grandson... oh and yeah, visit with my daughter and son in law! It's amazing how your children are the center of your world until the grandchildren arrive! After this visit I came home via Washington Dulles where I stayed over visited with my son and his wife to encourage THEM to get me some grandchildren! (kidding – no pressure from me). I hadn't made any specific plans for activities on the trip, just looking to help out and play with the kids.



Notice the turbulence selector! it, but it certainly fit on the panel

After Denver I met up with my son and his wife in Washington DC and we spend an afternoon at the The Udvar-Hazy Center in Chantilly, Virginia which is a companion facility to the much larger Museum on the National Mall in Washington, DC. Much to our delight we learned that the Museum on the mall was being renovated and many exhibits had moved into this one.



They featured an SR-71, Space Shuttle Discovery, the Concorde and the Enola Gay B29 Flying Fortress. You got right up close to all of these aircraft without actually touching. Here is an experimental jet wing from Germany developed towards the

Turns out the trip was an aviation gold mine! My grandson loves planes (yeah!) and we decided to take a trip to a local air museum in Denver called Wings over the Rockies. There was a very cool entrance that looks like an ATC tower. I saw some great aircraft, but also a few things I'd never seen before. Several nuclear bombs and missiles, some still active in the service, some historic. My grandson had a ball. He 'flew' in a few aircraft that day but one in particular caught my attention. He was flying a mockup of some kind of Cherokee using a real panel - or was it?



Can anyone help me with the instruments located on the panel? I've never seen or heard about anything like as though it were real. Is it?



They were crammed with all sorts of aircraft I had never seen or even heard of before including many German and Japanese planes both production and experimental.



end of WWII – in pieces, but still very cool to have seen. The timing of the visit to the museum coincided with my finishing up a great read – **“I Could Never Be So Luck Again”** – Autobiography by Gen James H. Doolittle. Doolittle grew up in the age of aviation and flew many different aircraft both commercial and military.

Regarding the book specifically, it is well written, detailed in many regards and certainly makes me wish I could have known this man. A patriot, humble, but driven to excellence and to serve his country and the growing field of aviation. He seemed to be a person blessed with great common sense mixed with tremendous insight and vision. I had known about parts of his life – the Tokyo raid of course, his prowess at air racing and success with the first full instrument landing. I didn’t realize the level of contributions this man made to the early days of aviation that included the artificial horizon and directional gyro and all roles he played in support of the European theatre during WWII AND the contributions to the establishment of the US Airforce and it’s technology driven direction after the war.

He was a pilot’s pilot for sure. Even as a 2-star general in charge of the 8th Airforce he insisted on going on many different missions as an observer, flying in all positions including the most dangerous tail position in the B-17 formation flights. He got chewed out at one point by Ike Eisenhower for taking some of these flights. He flew every aircraft that came into the theatre to assess it strengths and weaknesses relative to the war requirements. The books is very fact based and can be a bit dry, but you feel like you are immersed in the period and gain an appreciation for what it was like to fly in those early days of aviation. I give it 4/5 stars and a high recommendation to read it!

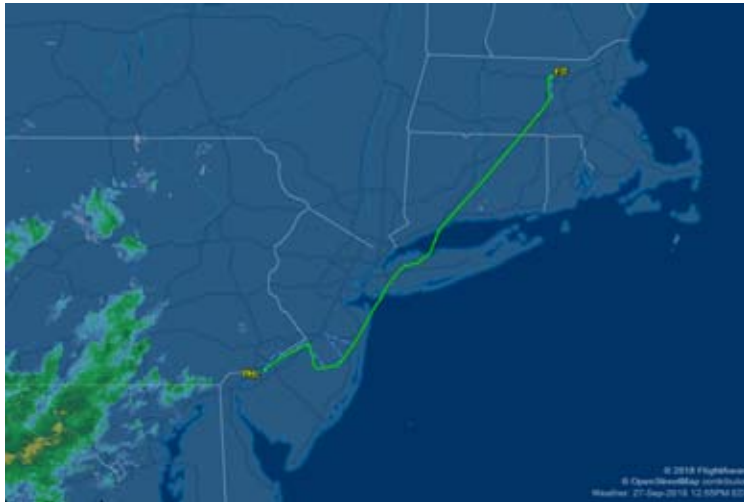
Editor’s Note: I also visited the very same museum a few weeks back, and I have some room here, so here is some photos I took. I HIGHLY recommend a visit. Just an amazing collection of aviation.



# Flight Log .. continued !.

By Bill Gruber

Several weeks ago, my wife and I traveled down to Philadelphia to visit my daughter and attend a work conference. We have made the trip before on several occasions and have found it to be straightforward. We departed on Friday and filed IFR for the trip. We had a 25 kt headwind on the way down which made our flight time 2 hrs 48 min. Still, it was better than the 6 to 7 hour drive it normally takes. The routing was pretty much direct taking us right over JFK. ATC gave us



vectors for the ILS 17 approach. We landed with three commercial jetliners waiting for us to clear the runway. It was quite comical actually. The fees are not trivial but still better than most major hubs located in class Bravo airspace. The FBO is run by Atlantic Aviation. Gas was \$7.67 per gallon and they waived the \$40 facility fee with a minimum of 20 gallons of gas. There was a \$12 landing fee and a \$20 security fee. Overnight parking was \$20 per night but the first night was waived. My total tab (with gas) was approximately \$287 and we stayed for six days.

The weather was not good on the afternoon we wanted to leave so we waited until the following morning to depart. When arrived to pre-flight the airplane for the return trip, my wife snapped a picture of our plane next to all the corporate jets (look closely). We couldn't stop laughing. I told her size doesn't matter. In fact, it looks like you need to stand on the Diamond DA40 to get into the corporate jet next to it.



We filed IFR from KPHL to KFIT. After takeoff ATC gave us a heading of 180°. After several minutes I reminded ATC that we were headed to Massachusetts not Florida and instantly received a vector to my filed plan. This was an important lesson as we should verify then trust (not the other way around). As it turned out, the ATC individual giving us the vector was likely a trainee as the individual who vectored us back on track was a different person. The trip home was only 2 hours



and was uneventful. The lessons learned on this trip is that challenging myself is good. Getting out of the comfort zone of a local flight is educational, liberating and a great confidence builder. Besides, isn't that why we spend all the time and money to do this anyway.



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## Hangar Happenings

Dave Dion: FPA Aviation Center Manager

### **FPA flamingoes flee freezing forecasts (inside now) !!!**

Our FPA flamingoes do not fly south for the winter so they have taken up residence in the comfortable and cozy FPA hangar. Stop by the hangar on any Saturday morning to have a coffee and donut and socialize with your FPA aviator friends (and flamingoes).



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