



### Inside This Issue

- FPA / EAA 1454 Officers, Committee Members, & Key Contributors
- Complacency
- FPA VMC & IMC Clubs
- Next FPA Meeting is:  
**11/17/20 – 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)

## 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



This past month I got to see the joy of aviation at both

ends of the age spectrum. I was visiting our FPA hangar to leave some documents and saw Mack out working on his Pietenpol Air Camper. This plane is now parked next to our hangar if you wish to get a look at it. My 92 year old mother was with me and she



wanted to say hello to Mack and see his airplane. The Pietenpol was introduced in 1929 when my mother was 1 year old. She loved seeing the plane and what served as a flying machine back then.

Next, on the spur of the moment and a beautiful day, my wife decided we should take our 5 year old grandson for a flight. He's been asking for this all summer.

Dave and Chris' Cherokee was available, so we were off to the airport. We brought a cushion and gave grandson, Logan, the right front seat. He still couldn't see above the panel but after a flight over our house I gave Logan the plane. "See that mountain out the side of the window? That is Mt. Monadnock. Head for that." I was surprised at how smooth Logan was with the yoke. No quick movements. I showed him the attitude indicator and how to keep the horizon centered. I showed him the altimeter and our desired altitude. He had a pretty good scan and flew for 15 minutes with very little direction from me. He is ready to go again but with more cushions.

Flying really does have appeal for all ages!

Some changes to note this month. Coffee, Donuts, Laughs and Lies has been cancelled for the cold months. We offered this during COVID since we could open the big hangar doors and side doors and provide plenty of ventilation. With colder weather that precludes opening all the doors, plus the resurgence of COVID cases, the Board of Directors sided with caution and cancelled CDLL until the warmer months. You may have read Chris' email stating that CDLL was cancelled but, since it was a warm November day, he would be at the hangar with hot coffee and all doors open if anyone had an interest in dropping by. About a dozen people stopped in. So we will leave it up to the designated host to check weather and, if it is warm enough, opt to send out an email offering coffee and open doors to those interested in stopping by. Social distancing and masks please!

Doug Stewart is our speaker this month. This is also a WINGS program. Unfortunately, the FFASTEAM site did not get the announcement up before this weekend. Doug has asked me to postpone our monthly meeting until Tuesday November 17. I am awaiting confirmation from our FFASTEAM coordinator. So keep a lookout for the change. Also, November is our election of officers. For FPA members, the meeting will begin at 6:30 so we can have elections. Doug's presentation will begin at 7:00.

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
<b>Committee Chair and Chairmen</b>	<b>Names</b>	IMC/VMC Club Coordinator	Dave Dion
Aero Fair Coordinator	Dave Dion	Simulator Coordinator	Mark Estabrook
Facilities	Dave Dion	Airport Commission Rep	Richard Gersh
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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# From the Captain

By Jim Long

## Meeting Notes and Great Fly-In Food Places

Paige and I want to thank you for inviting us into your group. I appreciate your dedication to aviation and your friendship. We have had a great time flying around New England in search of the best \$100+ breakfast or lunch. I wanted to give you a rundown on what we found.

Also, I wanted to add some information to the briefing I gave you recently. I said that the Cumulus clouds were obscured by Cirrus clouds. That would only be true at high altitude. The obscuration at lower altitudes is due to Stratus, Stratocumulus, and Altocumulus. Whatever you want to call them, just don't go in them when they are obscuring Cumulus and Cumulonimbus clouds.

### The restaurants and Airports we found:

Laconia, NH (KLCI) – We had lunch at Kitchen Cravings. It is on the south side of the field. We walked about one mile around the west end of the airport to the restaurant but I understand that they have put a gate and parking area near the restaurant recently. Also, the FBO's had great service, cheap fuel and crew cars if you want to try something else. The restaurant was good.

Limington, ME (63B)- This is near Sebago Lake and between a few hills. It is a great, 3000 Ft, paved runway. It was tough to see it until you fly near the airport and has trees along the runway edge and on the runway end. Use caution. Parking is near the fuel pumps and the restaurant is about 100 yards away. The food and service at the Runway Restaurant were outstanding.

Millbrook, NY (44N)- Sky Acres Airport is near Poughkeepsie, NY. This is an interesting, busy airport with a 3800-foot runway and a hill in the middle. You taxi up another hill to get to the fuel pumps. It was the cheapest fuel in the area and an outstanding restaurant (Hangers Café) next to the ramp, currently open only Friday, Saturday and Sunday.

Barnstable, MA (KHYA) (Hyannis)- We parked at Griffin Aviation. The fuel was just over 5 dollars a gallon and the FBO was great. We walked about 300 yards to a fabulous French Bakery (Pain D' Avignon) for breakfast sandwiches and pastries that couldn't be beat.

Saranac Lake, New York (KSLK)- This was a beautiful place in the Adirondacks with a restaurant next to the FBO. Fuel was cheap and the food at ADK CAVU Cafe was outstanding. It looked like a good place to go on vacation and was a very scenic flight. Watch out for the tall mountains en route.

Vergennes, VT (B06) Basin Harbor (May15- Oct15)- This is another beautiful place on the shore of Lake Champlain just south of Burlington. Use caution for the mountains en route. It is a 3000-foot grass strip. If it is dry and you are comfortable with a grass strip, it is a great trip. We walked down to the lake front. It is very quiet and scenic there. The field was fairly smooth but was a bit of a bumpy ride in the stiff legged Mooney. They said not to go there when it is wet. If there is a strong crosswind, be careful for the trees that line both sides of the south 2000 feet of the runway and trees on the south end. The Red Mill Restaurant next to the runway had great food and large portions.

Those are of all the flights, the beautiful views and great restaurants we found. During these times, I suggest you call the FBO and the restaurant to check their status before going. We ate outside at all of the restaurants and bought fuel where we could to support the airports. It was a great summer of flying. We hope to return to Florida soon and may see some of you at Sun N Fun. Email me at [jimlongjr@hotmail.com](mailto:jimlongjr@hotmail.com) or text 314 495 3526.- Jim and Paige Long



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## From the EAA

From EAA

### A Challenge to Members to Share the Gift of EAA

By: David Leiting, EAA Lifetime 579157

Vice President of EAA Chapter 252

EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

**Once you identify whom you'd like to sponsor, simply visit [www.EAA.org/Legacy](http://www.EAA.org/Legacy) to register EAA's newest member.** After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!



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## Safety Corner

Provided by Dave Dion, FPA Safety Committee Chair

### Latest GA Safety Trends

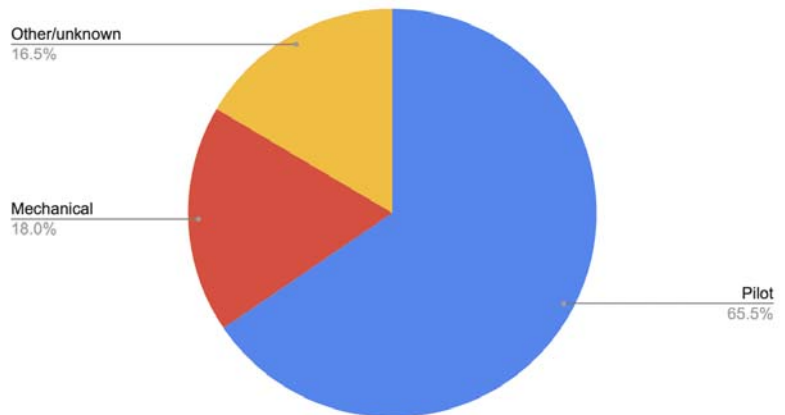
By John Zimmermam (October 2020 “Air Facts Journal” Article)

The AOPA Air Safety Institute recently released the Nall Report and organized the sometimes-messy NTSB database into a readable format. The good news is that general aviation flying is getting safer. See the interesting trends below.

In recent years accidents have flattened out over preceding years (now down to about 1200 accidents per year and 200 fatal accidents per year). What is a typical accident? Obviously, the details vary widely, but it’s important to understand what types of pilots, airplanes, and weather conditions show up most often.

- Cause: 66% of accidents are pilot-related, 18% are mechanical, and 16% are other or unknown.
- Airplane: 68% of accidents are in single-engine fixed-gear, although retractables and multiengine airplanes are involved in comparatively more fatal accidents.
- Mission: personal flights account for 74% of accidents and 81% of fatal accidents.
- Weather: day VMC accounts for 86% of accidents and 67% of fatal accidents. IMC and night are more likely to be fatal, but they are still relatively small numbers.
- Pilot: this varies more than the others, but private pilots account for 47%, commercial for 24%, and ATPs for 15%. 55% of accidents had an IFR pilot on board.

Accident Cause



What are the main takeaways from this raw data? First, safety is up to all of us—accidents are usually caused by the pilot, not the airplane, and that pilot isn’t just a student or VFR-only pilot. Second, we should focus on everyday accidents, which means pilots flying single-engine fixed-gear airplanes in day VMC conditions on personal flights.

#### Which phase of flight is most dangerous?

Looking at the statistics, the first thing that stands out is landing accidents: 47% of pilot-related accidents are in this phase. Fortunately, 99% of these are not fatal, but they destroy airplanes, shatter confidence, and increase insurance premiums for the rest of us. They are also getting more frequent lately, so it’s unwise to ignore these “fender benders.”

A landing accident often means loss of control, such as a runway excursion or ground loop. Tailwheel airplanes, as you might expect, are disproportionately represented here. Stalls are the second most common landing accident, followed by hard landings. Relatively few are due to short or contaminated runways.

All of these scenarios sound boring, but that’s precisely because they are so common. It’s clear that if you had to pick one skill to improve, it should be landing. Practice slow flight, get proficient at flying a consistent airspeed on final, and understand when to go around. More than anything, stay current and don’t allow yourself to go months between flights (especially if you fly a tailwheel airplane). Many accident reports involve pilots who were barely proficient, trying to land airplanes in gusty winds or on unfamiliar runways.

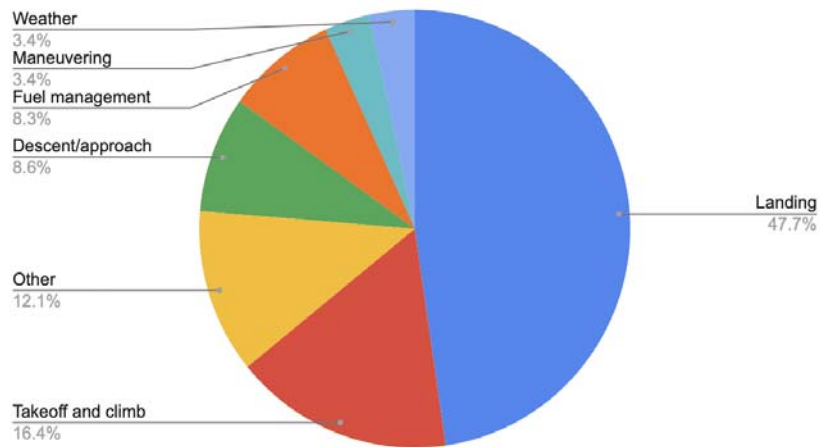
By contrast, takeoff accidents are three times less common than landing accidents, but over 20 times more likely to be fatal. In fact, this is statistically the most dangerous phase of flight, because there’s simply no margin for error and no chance to try again. Takeoff accidents are most often some type of loss of control, either a runway excursion or a stall on takeoff. Density altitude, weight and balance, and pilot technique all come into play here.

## Takeoff accidents deserve far more attention than the dreaded base-to-final turn, at least according to the NTSB reports.

Some ways to improve this disappointing record include: setting conservative personal minimums for takeoff performance, conducting thorough pre-takeoff briefings on every flight, and focusing on crosswind takeoff skills as much as crosswind landing skills.

Next up on the list of most common causes of pilot-related accidents is descent and approach, and these are rising—they are at the highest level in 10 years. Stall/spin scenarios account for the most fatal accidents, but note that, as mentioned above, the takeoff and climb phase had more stall accidents than descent and approach. One other threat to consider is collisions, which account for the most overall accidents in this phase of flight. This is a reminder that entering the pattern at a non-towered airport requires standard procedures and eyes outside, maybe even a touch of paranoia.

Pilot-related Accident Type



Fuel management, a persistent problem for general aviation pilots, checks in at number four on the list of pilot-related accident causes. This trend has been improving in recent years, and 2018 had the second-fewest fuel management accidents in the last 10 years, so perhaps newer technology like fuel totalizers, iPad planning apps, and glass cockpits with range rings are helping pilots make better decisions. Still, over 50 pilots bend airplanes and around a half dozen are killed every year due to this eminently preventable problem. In roughly 60% of cases, the pilot simply ran out of fuel, due to poor planning or inadequate in-flight decision-making. Roughly 40% of accidents were caused by fuel starvation, where the airplane had usable fuel but the pilot did not get it to the engine.

Maneuvering flight has received lots of attention over the last few years, both from AOPA and the FAA. That focus might be paying off: accidents in this category are down 50% over the last five years, and fatalities are down over 50% as well.

Finally, we come to weather accidents, the subject of many articles, videos, and seminars. The good news is the accident rate in this category continues to decline, down 65% from 10 years ago and 41% from 5 years ago. It's possible the wide availability of datalink weather is helping pilots make safer decisions, or it's possible weather forecasts are improving. There certainly are more tools than ever before.

What we know for sure is that VFR-into-IMC is the main threat, accounting for over 60% of weather accidents. Another statistic that jumps out is that only 22% of weather accidents involved single-engine fixed-gear airplanes. High performance airplanes travel long distances more often and fly IFR more regularly, and the result is they are involved in fatal accidents at a much higher rate than their raw numbers would suggest. Over 50% of pilots involved in weather accidents had a Commercial or ATP certificate, a reminder that Mother Nature doesn't care about either airplane performance or pilot experience.

### Don't Ignore Mechanicals

So much for pilot-related accidents. While these account for the majority of accidents—and are mostly under our direct control—that doesn't mean mechanical problems don't occur. In fact, these accidents have risen noticeably over the last few years, to the highest level in over 10 years. It's possible that as the fleet of general aviation airplanes ages, mechanical problems are becoming more common, but drawing such direct correlations is tricky. Whatever the reason, it's important to understand what can go wrong with the airplane itself.



And what can go wrong mostly means the engine. Airplane engines may be a lot more reliable than they were 75 years ago, but they are still the number one cause of mechanical accidents. To put that in perspective, a powerplant problem is the behind only loss of control on landing on the list of top accident causes.

Reading the NTSB reports shows a wide variety of specific causes. Some engine failures seemed to be simply bad luck, but a decent number happened soon after major maintenance was completed. That's a reminder to seek out good mechanics, and to be skeptical on your first flight after any cylinder work. Proactive habits like regular oil changes, oil analysis, and borescope inspections really pay off too—if you can detect engine trouble before flight, you can prevent a serious problem.

### **What to do ??**

That's a lot of data, and a lot of "what ifs" to consider. To go from theory to practice, it's important to focus on both the most likely accidents and the ones that are easiest to prevent. The standout statistic is that 72% of accidents happen on takeoff, approach, or landing, usually when the pilot loses control. That means any time spent practicing basic airmanship skills is a smart investment, whether it's touch and gos or slow flight. Anecdotally, pilots seem to have the most problems after a long layoff or when the wind is gusting. Try to commit to a regular flying schedule, and instead of avoiding those windy days, find a flight instructor and learn how to excel under those conditions.

Finally, pick an abort point for every takeoff and a go-around point for every landing; if it doesn't feel right, don't push it. Next on the smart pilot's list should be maintenance. Regular flying helps here as well, in this case by preventing corrosion, as does regular maintenance and smart operating habits. If you're a renter, you may not control the maintenance but you can get to know your rental fleet: what is a normal oil burn rate for the airplanes you fly and what is your school's approach to maintenance? If you're planning a long cross country, it might not be wise to take the airplane fresh out of annual.

For more experienced pilots, weather accidents should get a lot of attention. These are relatively rare, but they skew towards higher time pilots and they are almost always fatal (VFR into IMC is the second-leading cause of fatal accidents overall). If you're not instrument rated, seriously consider adding the rating before making regular cross country flights. Even if you are instrument rated, it's only useful if you are proficient, so commit to regular training. Finally, avoid two types of accident that are simply stupid. In a world of sophisticated (and cheap) flight planning apps, more accurate forecasts, GPS navigators, and self serve fuel pumps, running out of gas is entirely avoidable. Likewise, low altitude buzz jobs are a preventable mistake, even if you have a terrain warning system on board.

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## Donations – THANK YOU

Thanks to the generosity of Landmark Worldwide of Quincy and chapter member Brian Gaudet, the FCA benefitted from an impressive truck load of donated audio-visual materials. Pictured below are the “muscle” Patrick Daykin and the “wheel man”, aka truck driver, Glen Reinhardt.



### IC & 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 (Nov 19) – Zoom at 7PM**

**VMC Club (Nov 25) – Zoom at 7PM**

**See Meetup to sign up**

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# Sponsor Page



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