

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



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- Next FPA Meeting is:
Tuesday Apr 9th at 7:00PM/6:00PM food

Key Organization Links

www.fitchburgpilots.org
www.meetup.com/fitchburgpilots
www.facebook.com/fitchburgpilots/
www.fitchburgairport.com
www.eaa.org
www.aopa.org
www.massdot.state.ma.us/Aeronautics

Key Weather Links

www.windv.com
www.aviationweather.gov
www.usairnet.com

Key Reference Links

www.fltplan.com
www.airnav.com
www.flightaware.com
www.pilotgeek.com
www.skyvector.com
www.aopa.org/aopalive/

President's Corner

April 2019

Let's go fly and have some fun!

Glen Reinhardt - President, Fitchburg Pilots Association EAA Chapter 1454

March 23rd I had the opportunity to participate in a General Aviation Forum sponsored by the Massachusetts Air & Space Museum. This was the 4th year for this forum but the first for me. It was held at Barnstable Airport (KHya) which was also a first for me. I drove due to high winds, low clouds, and the fact that I don't have an airplane.

The purpose of the forum is to understand what activities, events, and issues are facing general aviation in Massachusetts. Several EAA chapters were in attendance; EAA 51 (KHya), EAA 106 (KLWM), EAA 196 (6B6), Taunton Pilot's Assoc (KTAN), as well as EAA 1454 (KFIT). Also present and presenting were the Barnstable airport manager, the Chairman of the Air & Space Museum, our FAASteam representative, Massachusetts Airport Manager's Assoc, Bridgewater State Univ, and the 99's Women in Aviation.

Each EAA chapter presented information on their pilot's group and planned activities for 2019. I was reminded how fortunate we are to have public access to our meeting space. Some of the chapter's struggle with secure-side access for meetings and events. Some chapters are focused in a particular area like aircraft building or Young Eagles or fly-outs. Others, are diverse with a mix of everything.

We were the only chapter to mention an Eagles program. We were also the only chapter to mention benefits to membership like Be-Ready-Packs or headsets to loan. We are also the only chapter in attendance to build their own hangar.

Probably the greatest benefit of the forum is the contacts made with other EAA chapters. In fact, one contact will be presenting at our April meeting. Michael Smith from Minute Man will talk about building a Sonex aircraft from scratch – not from a kit. It should be an interesting presentation on April 9. See you there!

Glen

New Members!

For the first time in almost 2 years we have had no new members joining Meetup this month. Our membership count is currently at 92 with only 46 having paid 2019 dues. I have begun sending emails to current members as a reminder. Please take a few minutes to send in your dues if you have not done so.

You can mail a check made out to "FPA" or "Fitchburg Pilot's Association" to 563 Crawford St Fitchburg, MA 01420. You can also visit Fitchburgpilots.org and click on "Dues and Donations" and pay by credit card or PayPal.

A note from Glen:

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 and pay by Paypal. Checks can be mailed to:

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Treasurer	Gary Daugherty	Food	Glen Reinhardt
Secretary	Chris Lund		Dave Dion
			Dave Babineau
			Chris Lund
			Gary Daugherty
			Dick Maki
Key Contributors	Names		
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Young Eagles Coordinator	Patrick Daykin		Dick Maki
Membership Coordinator	Dave Babineau		Mark Estabrook
Newsletter Editor	Jeff Scorse		Ed Murphy
Aviation Center Manager	Dave Dion		
Aero Fair Coordinator	Dave Dion	Safety	Dave Dion
Santa Visit Coordinator	Patrick Daykin		Gary Daugherty
			Dick Maki
		Airport Commission Rep	Richard Gersh

Please note: Any member can be emailed through the Members Section of our FPA Meetup Site

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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. Every item available for purchase on www.amazon.com is also available on AmazonSmile (smile.amazon.com) at the same price. You will see eligible products marked "Eligible for AmazonSmile donation" on their product detail pages.

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Aviation Safety Corner

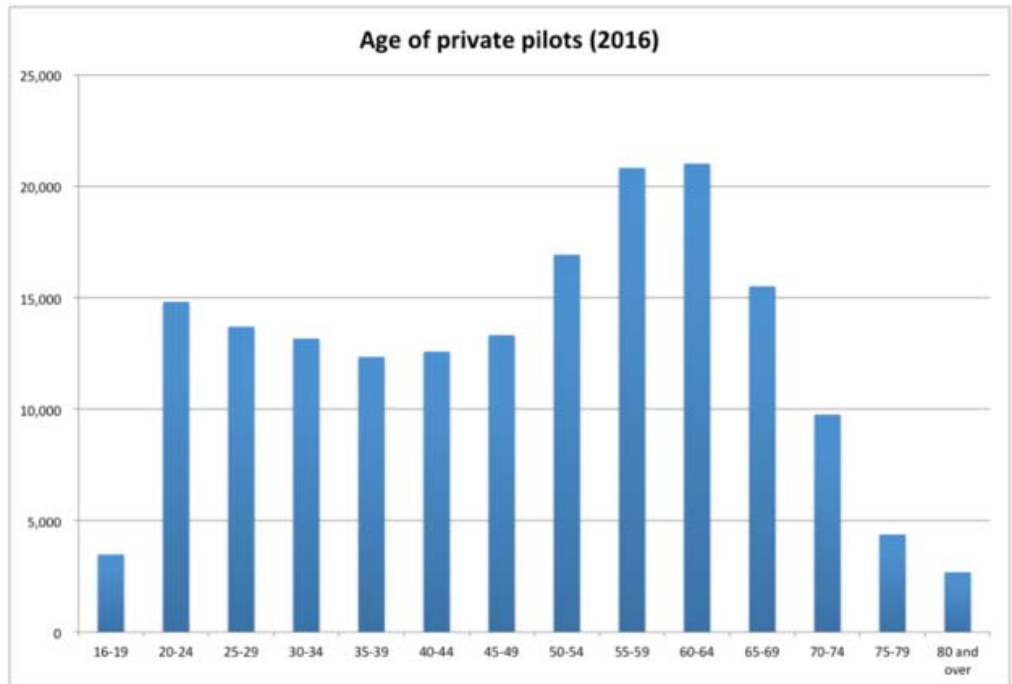
By Dave Dion, FPA Safety Committee Chair

Interesting Aviation Trends

Below are some trends of interest to the Fitchburg general aviation community (charts from John Zimmerman's recent "Air Facts Journal" article).

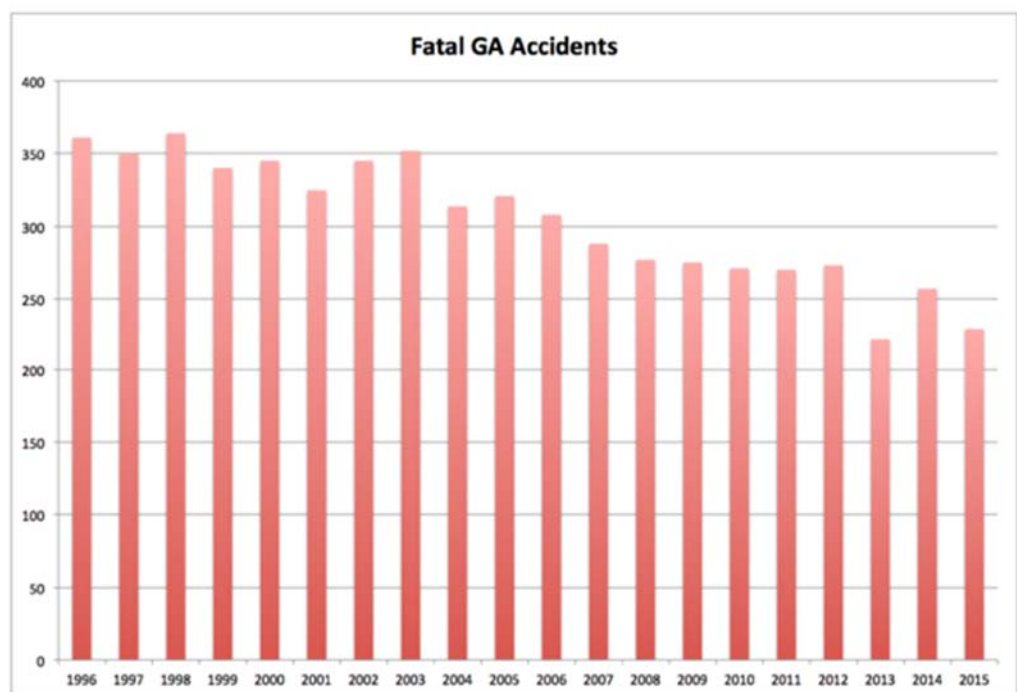
Private pilots aren't as old as you think

Student pilot starts and active private pilots are frequently cited statistics that measure the health of general aviation, but both are flawed. The former is subject to all kinds of noise (BasicMed, new plastic certificates), while the latter is just a guess (who is really active?). The distribution of age for private pilots is a more interesting chart to consider. It appears to peak at ages under 30, dominated by those pursuing a career in aviation, then fades through the 30s before booming between ages 50-70, when time and money are often more abundant. The average age of a private pilot in 2016 was 48.4, but this is not exceptional: it was 56.4 for sport pilots, 46.0 for commercial pilots, and 50.2 for ATPs.



Fatal accidents are declining

Besides the number of pilots and airplanes, one important measure of industry health is safety, and fatal accidents are the place to start. The headline number is declining, albeit slowly. Obviously, this could be due to either safer flying or lower levels of activity. The FAA attempts to measure an accident rate (fatal accidents per 100,000 hours flown), but this is, at best, a rough guess. Even using that measure, the same trend holds: a steady but slow decline.



Fatal accident causes - the causes are not new

Beyond the total, it's worth exploring why pilots crash airplanes. The story is depressingly familiar, with loss of control leading the list. This has received massive amounts of attention in recent years, but note how many accidents are caused by power plant failures and runway accidents.

Weather accidents are getting rarer – is it technology?

On the positive side, weather-related accidents seem to be declining, according to the AOPA Nall report. The most common cause of a weather accident is continued VFR into IMC conditions (69% in 2014), so perhaps technology is helping pilots avoid these traps. Alternatively, perhaps there's less cross-country flying going on.

But we still haven't solved fuel exhaustion and starvation

Another familiar accident cause – fuel exhaustion or starvation – has not gone away. As an [NTSB alert](#) recently highlighted, roughly 50 airplanes crash every year because there was either no fuel on board the airplane or no fuel getting to the engine. This most preventable accident has not been solved

Figure 1. Top Ten General Aviation Accident Occurrence Categories, 2011–2015

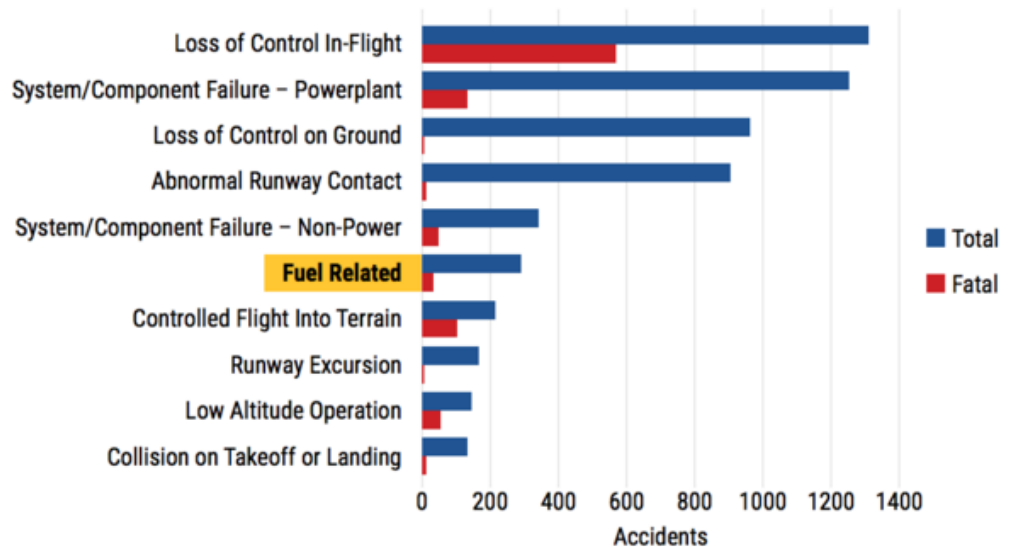
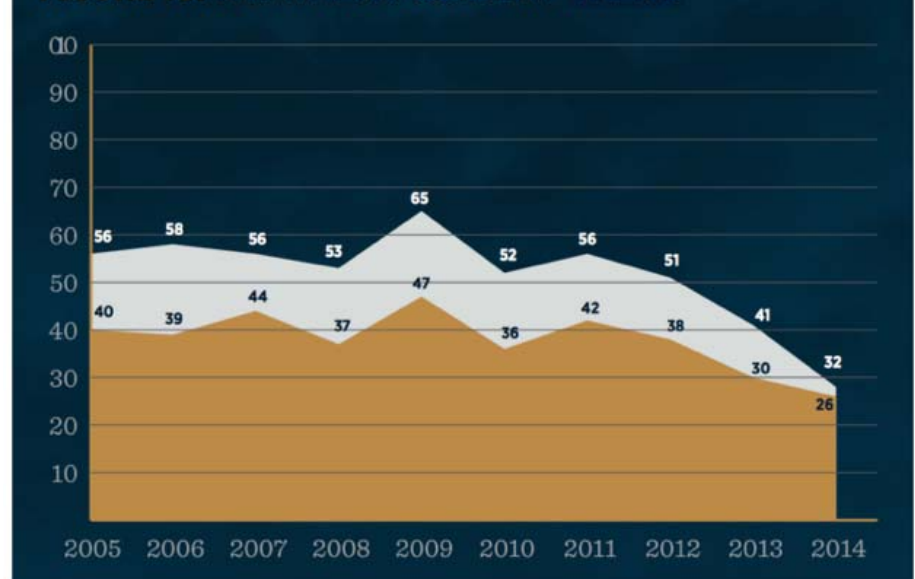
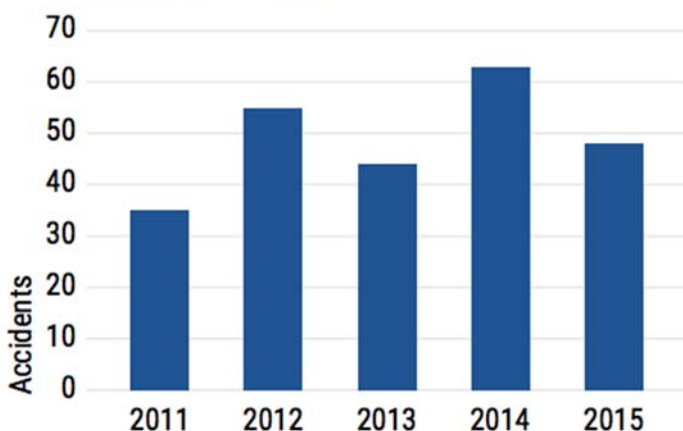


FIGURE 16. WEATHER ACCIDENT TREND



General Aviation Fuel Exhaustion and Fuel Starvation Accidents, 2011–2015



by technology, at least not yet. The answer may be in the left seat.

Conclusions? None of these charts tells a complete story, but when combined it is fairly easy to determine the state of the industry. The 2008-2009 financial crisis clearly dealt a heavy blow to general aviation activity, and there has not been a major recovery from it yet (although there is some reason to think 2017 data may be slightly more encouraging). The word “pilot” increasingly means professionals and drone operators, not just recreational flyers. And while the safety record may be improving slightly, **airplanes still crash because a pilot lost control or ran out of gas.**

The more things change, the more they stay the same.

Flight Log

By Jeff Scorse

A few short trips to New Jersey and Connecticut

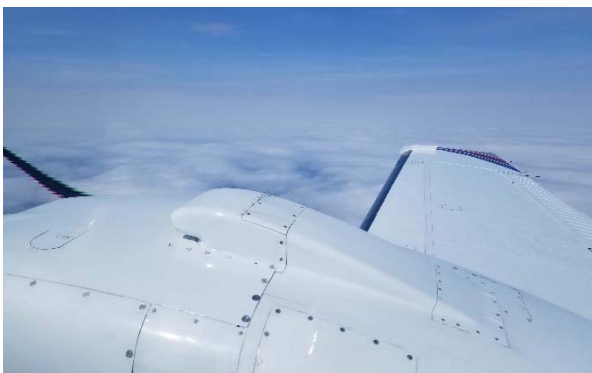
Intermixed with IFR training, I've been able to have a little bit of fun this past month. I had the *opportunity* to fly to a customer location in Morristown, NJ (MMU) for a few days of work testing. The weather graciously allowed for the whole three-day trip to be made VFR, despite some strong headwinds on the way there. My total round-trip time was about 4 hours versus 10 driving.

I expected some rerouting when I approached the NY Class Bravo, while on flight following but it didn't happen. They allowed me to fly direct through the NY Class B while I descended through the Delta over CDW followed by a straight forward right base down to RR 31 at MMU. Easy-peezy.

I like to take pictures of notable airports along the way and seeing as I spent most of my time talking to Bradley, I figure I'd add a shot to my photo album.

The Signature Aviation FBO was top notch, and very accommodating as long as you bought more than 7 gallons of fuel. Otherwise, the \$49 handling fee would have been painful. They also gave me the weekend \$1 off/gal price, which matched our home field price.

The trip home was a bit challenging only in that getting off the ground, I had a less-than-friendly ground controller who couldn't offer me a squawk code or practically any help at all, so I ended up departing into the Class D, only to reverse my trip back through CDW, pick up my code, fly under the NY Bravo this time, then climb to 7500' for the decent tail wind home.



I've never been to Bradley till the following week my Warrior partner, Bill, called to invite me on an IFR mission to the NE Aviation Museum in his Baron just for fun. The trip was a good IFR learning experience as Bill let me run the radios for the entire round trip on an IFR plan – though in mostly VFR conditions. Here's a fun shot as we climbed through a thin overcast leaving Nashua in the morning. That Baron can really climb!

I'd highly recommend paying the NE Aviation museum a visit. The FBO was very friendly. They offered a free courtesy car, free ramp parking, and waived the tiny handling fee with just 7 gals of 100LL.

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