

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



President's Corner

April 2020

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TBD

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.windy.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/



Let's go fly and have some fun!

Glen Reinhardt - President, Fitchburg Pilots Association EAA Chapter 1454

Way too much has happened since last month. The Covid-19 virus is the majority of the evening news...all the news! Because of this virus we have cancelled our Saturday coffee and donuts sessions, IMC, and VMC club meetings, as well as our April monthly meeting. The terminal building at the airport is closed to visitors. This includes access to the restrooms. The office is occupied, and fuel is available. I would suggest calling the office if you need anything else. The FCA flight school is open for solo flights and aircraft solo/family rentals. Jim, of FCA, also cautions wiping your new avionics screens with sanitary wipes. Some of the screens could be damaged.

I've talked with several pilots who have managed to get airborne on one of our fine flying days. But flying is solo and not for breakfast or lunch. Several pilots are in need of IFR practice approaches and need safety pilots. A few have connected and agreed to help each other out, trusting that a shared cockpit doesn't result in an illness.

Once this virus infection rate diminishes; and we are allowed to congregate again, the airport will be closed. The closure date is April 6. That is next Monday! If you need to move an airplane, do it now.

As I mentioned, our April monthly meeting has been cancelled. I am keeping the May meeting on the calendar; but in all likelihood it will also be cancelled. If you visit our hangar, please maintain the proper distance from other members and don't congregate as a group. You may notice new cabinets and countertop. A project I have been promising to complete for about a year. I have managed to complete it in time for no one to use it - yet. If anyone has plumbing expertise, help is needed to connect the sink.

This month I will sign off saying be safe and be healthy!

Fly safe, fly often

Glen Reinhardt, President Fitchburg Pilot's Association

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 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 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
Key Contributors	Names		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 (TBD)**
VMC Club (TBD)

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

Construction Complete!



Antonio had to pull out his electrical and software engineering skills to get this simulator running, but he's done it!

The simulator is running well with MS Flight Simulator. There are a few different Helos available that you can choose from. As you can see Antonio is enjoying the fruits of his labor! We'll have a short Users Guide written up soon that will help you with start up and setup.

Airport to shut down April 6th

Per the updated plan we are going to lose access to the airport for 4-6 weeks. When it opens we'll have a nice wide and long SINGLE runway to use. Your used to that right? Because you've been flying 02/20 for the last several months with gusty x-winds and a shorter runway with steeper approach right? Well if not, gear up for x-wind runways by practicing and practicing your technique on the simulator. And if you are an IFR pilot choose from any of our many scenarios to practice low approaches or fail and instrument and see how you handle it. Take advantage of this great resource. If you don't have access to the hangar reach out to me or Dave Dion and we will figure out how to get you in – it's your association, and your resources, so take advantage of it! 😊

Covid-19 Safe

We are pretty much shut down to meetings which include the Saturday morning coffee hour when some people were enjoying the simulator. Members are still allowed to come to the hangar and use the simulator. There is a can of wipe right there – please use them before and after you have used the simulator. Do not gather in groups of 10, but it is not unreasonable for a few people to hang out at the hangar and try the sims. It's pretty easy to stay 6 feet apart since the sims are single seat only.

What scenario would you like to see?

Send me a note and someone on the Sim committee will make sure it gets posted.

Especially in these times... Keep calm and fly on...

Mark



Courtesy Cars

By Glen Reinhardt

My first experience with airport courtesy cars was on a 2008 flight to Biddeford, ME to take my daughter to a horseback riding camp. We landed at Biddeford, B19, on a lovely Sunday. We were met by a teenager who did fueling and parking. I asked how we can get to the location of the riding camp and he offered his car. Great! He pulled up in a 1996 Hyundai Accent. At least that was what it looked like if the breeze blew the smoke away.

He gave me the pre-flight, brakes need a lot of foot pressure, driver side door won't open from the inside and sometimes from the outside either but the window still works so you can exit through it, don't mind the smoke (must be rings) but be careful of visibility if you have a tail wind. Off we went to horsey camp.



When we arrived, we found loads of cars parked along the entrance road. Since I was dropping off, we continued past the Volvos, Audis, BMWs, etc. At the registration building I exited via the driver side door since the exterior door latch worked. That is when the blue bank of smoke caught up with us. We hurried to the downwind to say our goodbyes.

All eyes watched as I started up the smoke generator and departed. The girls in line for registration with my daughter asked if she was on scholarship. Apparently, they thought the smoke bomb was mine. Daughter replied that the car was loaned to us at the airport when her Daddy flew her here in his airplane. Ahhhhhh.

My next experience was at Grant-Milan, New Mexico. This was our first trip across the USA and our first stop along the way. The airport has one runway nestled between high terrain east and west. This was the first time I saw wind socks at each end of the runway pointing toward each other. We inquired of the only soul at the airport



where we might find some lunch. He loaned us his VW Beetle diesel and told us there was an excellent diner right near the interstate 40 exit. Being from New Jersey I was skeptical about "excellent" diner. But it was. All chrome and booths and snarly waitresses with Jersey accents and plentiful portions. We topped the Bug off with diesel and were on our way.

In 2010 on another across the USA flight we landed at Arkansas International in Blytheville, AR, KBYH. Except for an 11,000' runway this did not seem to be an international airport. No tower and no one answering on UNICOM. When we finally found an open door and a person, they pointed us to the hotel district by Interstate 55 and said we could borrow their courtesy van. This was a Dodge Ram passenger van of indeterminate lineage. The seatbelts were on the floor but not connected to anything, the sliding passenger door would not close all the way and, if you drove below 30 MPH, the power steering would turn the opposite of your efforts with the steering wheel. It was advised that I should put a foot on the dash for added leverage to counteract the power steering pump. We found our hotel and decided on the closest dive within walking distance for dinner.

One of the best experiences was in Canadian, Texas. Hemphill County, KHHF, is in the Texas panhandle and is oil and natural gas country. We landed after 5 PM after a day of high winds and bumps. The FBO was closed but the office door was open with three nice Dell computers running inside. I used one of the computers to call a hotel for a room. Once the room was booked, I asked if someone from the hotel could come pick us up. Negative, the desk clerk was the only one on duty. Could you call us a taxi? We don't have those here. Well how do I get to your hotel???? The clerk asked "Are you in the FBO?" Yes. "Look out the front window." Okay. "Do you see a red Bonneville out there?" Yes. "Well the keys are in it, everybody knows that!" And he was right. The keys were in the unlocked car. I nice Pontiac Bonneville. We kept the car for two days since the next day's winds were over 60 MPH.



Fitchburg Airport doesn't have a courtesy car that I know of. Maybe one day, after the mortgage on our hangar is paid-off we might take a donated, well loved vehicle, insure it through our friendly insurance company and offer it to visiting pilots. It was most convenient, especially when an airport did not have a restaurant. Maybe an old Dodge Ram passenger van....just a thought.



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, 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, Cell: 978-518-9212

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