



Inside This Issue

- FPA / EAA 1454 Officers, Committee Members, & Key Contributors
- Complacency
- FPA VMC & IMC Clubs
- Next FPA Meeting is:
12/8/20 – Via Zoom at 7PM

Key Organization Links

www.fitchburgpilots.org
www.meetup.com/fitchburgpilots
www.facebook.com/fitchburgpilots/
www.fitchburgairport.com
www.eaa.org
www.aopa.org

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.skyvector.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

November's Zoom monthly meeting was a WINGS program featuring Doug Stewart. I misread our Zoom account info and did not realize our meeting was capped at 100 attendees. We had 300 registered for that call. Fortunately, it was recorded. I have opened up a Fitchburg Pilot's Association YouTube channel where I posted the video. The link is:

<https://www.youtube.com/watch?v=WZx3mN1dgJg&feature=youtu.be>

If you watch the video you can then let Dan Carter from the FAA FAAS team know and he will give you WINGS credit. Dan's email is: John.Carter@faa.gov

This month we will have Jason Archer speaking about non-towered airport operations. KFIT is a non-towered airport and I thought it might be good to review the rules, common practices, and issues of operating in this environment.

In January we will have Bill Barry speaking about his long-time career with NASA. I have several topics to choose from but am leaning toward "*There really was a race to the moon. And it was closer than you think.*" Bill also flew KC135 Stratotankers. I may ask him to tell some stories about that experience as well.

Changing topics – Saturday morning's Coffee, Donuts, Laughs, and Lies has been suspended until spring and warmer weather when we can open all hangar

doors. Either that or an okay from the state that everyone has been vaccinated and it is safe to gather. There will be no more postings to the meetup membership that coffee will be on for those dropping by. With the spike in COVID-19 cases we can't sanction gatherings that jeopardize our membership. In all likelihood there will be some people who will still gather on Saturdays to work on planes or use the simulators. This is their choice. But please wear a mask and use sanitizer or wash your hands upon entry to the hangar.

Fly Safe, Fly Often,

Glen Reinhardt

New Members

- **Darren Duguay:** Darren is a student pilot at FCA and would like to get involved with an active pilot's organization
- **Dave Chandonnais:** A local pilot from KASH who has attended several events, Pre-COVID, and likes the content and the people.

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
Committee Chair and Chairmen	Names	Food	Glen Reinhardt
Aero Fair Coordinator	Dave Dion	IMC/VMC Club Coordinator	Dave Dion
Facilities	Dave Dion	Simulator Coordinator	Mark Estabrook
Nominations	Ed Littlejohn	Airport Commission Rep	Richard Gersh
Safety	Dave Dion		
Scholarship	John Arsenault		
Young Eagles & Santa Fest Coordinator	Patrick Daykin		

!! 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.** 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



The **Cares Act** allows anyone to make a charitable contribution of up to \$300 in cash (check or CC, not stocks or securities), and it is deductible even if the taxpayer does not itemize deductions.

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.

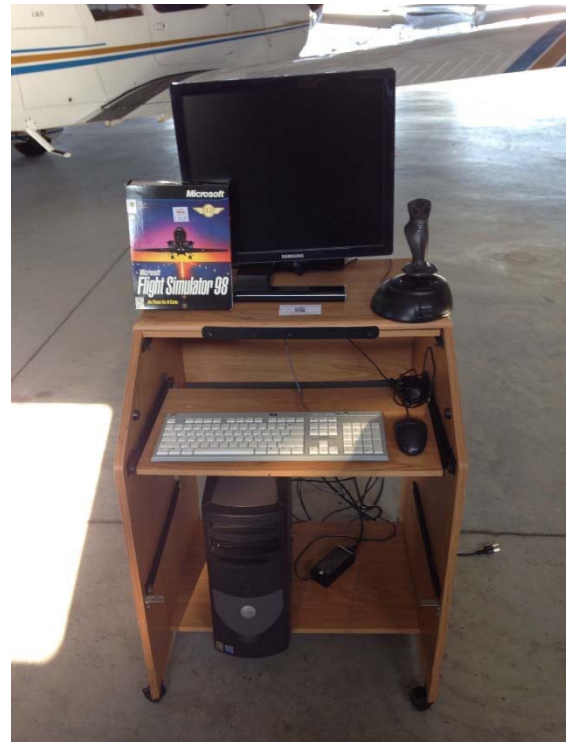


When you shop at Amazon, shop at smile.amazon.com and help support FPA!

Free Stuff

Computer and Stand

- Microsoft Office Suite / Web Browser / Microsoft Flight Sim 98 / Joystick
- If interested - contact one of the FPA Officers for pick up at the hangar



➤ Safety Corner

- From EAA Chapter 5 (Geauga County Airport - 7G8)
- Winter flying - are you prepared for an off-field landing ??
- So what do you wear and what do you bring with you ??



How many of these items do you carry?

What's the difference between gear on your person and gear in the back seat?

- Phone
- Radio
- Signaling device
- Flashlight
- Water
- Fire Starter
- Shelter
- Paracord
- Basic first-aid kit
- Knife/ multi-tool
- Compass
- Food (snack bars, candy, nuts, etc.)
- Proper seasonal hat, coat, gloves, footwear

Survival Vest

Safety Corner II

Provided by Dave Dion, FPA Safety Committee Chair

Would You / Should You Fly Through Snow ??

(Reference - January 2020 Boldmethod Article)

Scenario: You are returning to Fitchburg after a pleasant winter day flight. The fuel is getting low and ahead snow showers are visible. You could fly around the snow (fuel concern) or fly straight through the snow to Fitchburg. **What would you do?**

Wet Snow vs. Dry Snow

When snow is completely frozen in crystallized form, it generally does not pose a risk for icing. According to the FAA's Pilot Guide [To Inflight Icing Conditions](#), dry snow does not contain liquid, and it's unlikely to adhere to your aircraft. In this case, it's unlikely to pose any icing risk. And the colder the Outside Air Temperature (OAT), the more likely it is you'll encounter dry snow instead of wet snow.

Wet snow is a much more hazardous condition. If the OAT sits around freezing, you're much more likely to encounter liquid within the snow. According to the FAA, "If wet snow does begin to stick, it should then be treated as an icing encounter because ice may begin to form under this accumulation of snow" (snow may fully mask a layer of clear ice).

Flying Below The Clouds

Temperatures between 0 degrees and -5 degrees Celsius are most prone for water and wet snow combinations in the air. Snow gains mass much faster than small liquid droplets, and subsequently precipitates out of the cloud first. If liquid droplets remain suspended in the cloud, you probably won't encounter much risk for ice.

However, if the liquid does begin to precipitate and the temperatures are around 0 to -5 degrees, you're putting yourself at risk for accumulating substantial ice. In this case, the colder the air temperature below 0, the safer you'll be.

Don't let the dry snow below the clouds fool you. There could still be plenty of super-cooled liquid within the cloud itself, which is the perfect recipe for icing conditions. If the water droplets in the cloud gain enough mass to precipitate before they fully freeze, you might run into freezing drizzle or rain, which is the worst case scenario you could find yourself in.

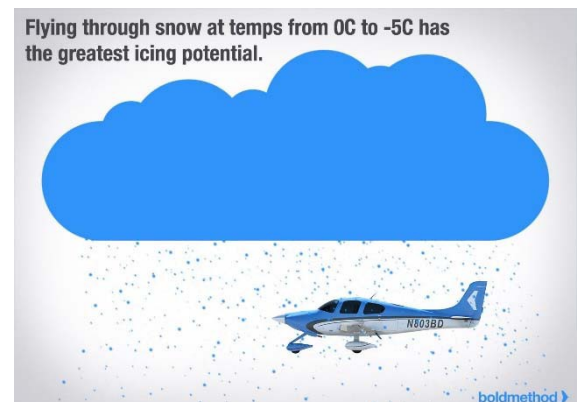
Flying Through Clouds With Snow

If you fly through a cloud with snow in it, you'll likely be flying in icing conditions unless temperatures are well below -20 degrees Celsius. Snow forms from moisture accumulating and sticking together, so if you fly through that formation process you're likely to encounter liquid that will turn to ice on your airplane. Don't expect to find just dry snow inside a cloud.

So, Is Flying Through Snow Safe?

The answer is, you guessed it...**it depends**. If you can determine that you're flying through an area of dry, crystallized snow, you're not putting yourself at a great risk for airframe ice developing. Simply put, it's not icing conditions when snow is dry and doesn't accumulate on your airframe. Pay attention to temperature changes and at the first sign of accumulation, have an exit plan like any other icing encounter.

Snow doesn't always equal known icing conditions. If you fly through a light, dry snow shower, you're unlikely to see ice accumulation. But if the temperature is warm (roughly 0C to -5C), wet snow mixed with liquid water could stick to your airplane. If you think it's warm enough for icing conditions to exist, play it safe and stay on the ground.



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)

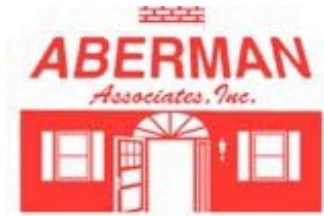
Meetings are being held via Zoom so please see the invite in Meetup for log in details.

When: **IMC Club (Dec 17) – Zoom at 7PM**

VMC Club (Dec 23) – Zoom at 7PM

See Meetup to sign up

Sponsor Page



Aberman Associates, Inc
Your Dream Home Awaits



WEBSTER FIRST Federal Credit Union
One of the strongest credit unions in Massachusetts.



FAA Safety Wings Programs
This Wings site that has had an overhaul. Looks and flies easy.
Try it!



Enterprise Bank



GA Serves America
Go here to learn more about AOPA's GA Serves America.



FCA Flight Center
Flight Training 7days a week.
BFR's, IFR, Wings, Online Scheduling



Our parent organization.



BABINEAU Insurance Agency
An experienced team who can analyze the various options open to you



Aircraft Spruce & Specialty Company
Everything for Planes and Pilots

