

Fitchburg Pilots Association EAA Chapter 1454 Newsletter



March 2018

Inside This Issue

- FPA / EAA 1454 Officers, Committee Members, and Key Contributors
- New Members
- Dues are DUE !!
- Safety Corner
- Next FPA Meeting is:
Tuesday March 15th 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.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/reregistration/
www.massdot.state.ma.us/Aeronautics

Key Weather Links

www.windytv.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



Let's go fly and have some fun!

Mark Estabrook - N79818
President, Fitchburg Pilots Association EAA Chapter 1454
President FPA /EAA 1454 mestabr@gmail.com

Is anyone (anything) listening?

I've recently to flown with a couple of pilots in the right seat who hadn't flown with me in a while or ever. As I was landing the aircraft I found myself apologizing to the passenger as I spoke out loud the landing checklist. This is essentially a GUMPS-C check. Imagine me mumbling out loud, and I quote...

- Gear – green, green thumb (this means the gear light is green and I check that my thumbnail doesn't go under the locking mechanism, don't ask me why I say green again – I don't know ☺)
- Fuel pump – on
- Mixture – rich
- Prop – full (forward)
- Seat belts - secure
- Cowl Flaps – closed
- Flaps – 2 notches
- Trim – set for 80 (knots)

This is just part of my routine over years of flying. I think saying the check list out loud here and at other stages of flight helps me remember each item. I recognize I may sound a little weird and I can be a little embarrassed by it. Richard Collins is probably my favorite writer on things aviation and I was pleased to see this article from him on talking to your airplane. I encourage you to read it if only to appreciate Richard's wisdom and wit, but perhaps you'll be convinced to join me in being one of those who chats it up their aircraft!
<https://airfactsjournal.com/2018/01/o-airplane-airplane-lets-talk/>

We have a Boston Center Air Traffic Controller speaking at this month's meeting. The agenda calls for a quick presentation and lots

of Q&A so bring your list of questions to the meeting! The presentation will be preceded by a regular member meeting, and delicious BBQ at 6PM assuming we don't have any more "bomb cyclones" otherwise known as a nor'easter. We are very fortunate to have many great resources in the area who support us with interesting topics at our meetings. Thanks this month go to FPA member extraordinaire Jeff Scorse for getting this presentation arranged – *thanks Jeff!*

I saw some recent requests for safety pilots to the membership emailer, and members responded as usual! I love seeing this and hearing when members get together to help each other out. This is one of the many benefits of FPA membership -> a great win-win for both pilots as it always helps to see how others fly and what they know. Maybe even as VFR pilots we might look for a safety pilot to practice 'emergency' IFR skills – intercepting and tracking a VOR radial, 180 degree turn, ascending and descending turns, etc. When is the last time you put on the foggles and practiced... in the airplane... with the prop turning... while in the air? Not since you got your ticket – what! ☺ BTW if anyone can't send email to the aviationmeetup address for some reason, just reach out to me or one of the other BOD members with your request and we'll send it along to the membership for you. Just include your personal email address or phone number so people can reach out to you directly.

I have had some members complain when too many emails go out each week, so please keep the emails limited to action oriented aviation opportunities. If too many emails go out, members will shut off the email sender in meetup and then we've lost the opportunity for group communication.

It's not secret I suppose that the population of general aviation pilots and flight activity has been slowly declining over the years. This was highlighted in a recent article from Aviation Week & Space Technology February edition, which is attached for your convenience if you are interested in reading it.

- *Number of certified pilots declines by 55% since 1980*
- *Average of age of pilots increases from 42.7 in 1993 to 48.4, which means half the population is now age 50 or older.*
- *Average age of single and multi-engine piston aircraft is 45.4 and 42.5 years respectively*

I'm happy to report that the FPA is as strong as ever with meetup membership at 108+ people, and that's after we cleaned up a number of outdated memberships last summer (people who were no longer paying dues, but still part of meetup). We seem to lose and add about 10-20 members per year, lately adding a few more than we lose. We have started reaching out to lost members via email using this newsletter as a communication tool. That is about another 85 people, most of whom are still in the area.

It is not easy to become a pilot. It is not easy to maintain professional levels of proficiency. I believe that one of the essential pillars required to support the GA population is community. So long as we have interested and dedicated members willing to give their time to help maintain this community the FPA will remain strong, relevant and effective at keeping a healthy population of GA pilots at KFIT at least. Thanks go out to all of you... keep up the community!

See you at the March meeting – until then...fly safe, have fun...

Mark

President FPA /EAA 1454

The following is a re-print from Aviation Week:

COMMENTARY



INSIDE BUSINESS AVIATION WILLIAM GARVEY

THE STATISTICS DESCRIBE A SLOW-MOTION DEMISE. Is this RIP for the Private Pilot?

The grim tally shows: The total of active FAA-issued Private Pilot certificates: 1980—357,479; 2016—162,313, a decline of 55%. Average age of Private Pilots: 1993—42.7 years; 2016—48.4 years; more than half the population is now age 50 or older. General aviation operations at FAA and contract towers: 1990—40,000; 2016—27,544, a 30% decline. Average age of single- and multi-engine piston aircraft: 45.4 and 42.5 years, respectively.

You can almost hear the segment's arthritic joints locking.

Historically, general aviation was seen as the foundation of civilian flight activity in the U.S., keeping airports and aviation service companies alive. In the sector's heyday during the 1960s and '70s, light-plane manufacturers were regularly delivering 10,000+ airplanes annually—the peak was 17,811 in 1978—to satisfy the voracious demand. However, it's been decades since new aircraft deliveries approached anything near those figures; in 2016, the count was 1,525.

What's happened? Lots.

Private aviation has always been pricey, but according to *Business & Commercial Aviation's* annual Planning and Purchasing Handbook, the cost of a new Beech Bonanza rose from \$300,000 in 1987 to \$815,000 today, well exceeding the rise in inflation. Meanwhile, a new Piper Seneca, an unpressurized piston twin, went from \$230,000 in 1987 to a breathtaking \$1 million, a 100% premium over inflation's rise. And associated costs of storage, upkeep and equipment have risen as well.

Also, there's the matter of pilot competency, currency and training—all necessary for safety's sake, yet all are time-consuming, challenging and, yes, expensive. Forgo any one, and you put your very life and those of your family and friends at risk.

Less definitive, but no less real, is the "air mindedness" that was so prevalent among World War II vets and the baby boomers who followed, but which seems a quaint anachronism to many of the current generation. Moreover, many millennials and Gen-Xers clearly don't see the benefits of aviation in balance with the considerable demands of participation.

Yes, something of a boomlet is underway in flight training today—King Schools co-chairs John and Martha King point to the multi-thousand aircraft order back-

logs at Boeing and Airbus combined with a shortage of pilots—but no amount of newly minted airline pilots can reverse the downward-trending trajectory of the Private Pilot sector.

One industry solon described the current circumstances as "the end of an era. That's a shame, but what can you do?" Several things, actually. Understandably concerned, the Aircraft Owners and Pilots Association (AOPA) is leading a multilevel initiative to stanch the decline and then grow the private pilot population. The effort began with a successful lobby-

ing campaign to ease the rules governing the third-class medical certificates held by many private pilots. It also urged select MROs to refurbish, upgrade and market some single-engine aircraft at prices considerably less than new.

Conducting "rusty pilot" seminars to help ease the return of lapsed pilots to the cockpit, enlisting specialists to help those interested in forming local flying clubs, creating a national awards

program for outstanding instructors and flight schools and providing (for free) an aviation-based science/technology/engineering/math (STEM) curriculum for high schools top AOPA's "You Can Fly" program.

"Our mission is simple: Get more people flying more," says Elizabeth Tennyson, AOPA's vice president for Aviation Programs Operations. She says that last year saw 4,600 lapsed pilots become airborne again, 30 new clubs and 700 freshmen enter its STEM program at 29 different schools: "We're actually moving the needle."

As for technology, Gregory Bowles, vice president for global innovation and policy at the General Aviation Manufacturers Association, says the recent revision of Federal Aviation Regulation 23 to allow for performance-based rather than prescriptive standards for light aircraft is having a dramatic impact on what had been a fairly static industry.

Indeed, he says forthcoming equipment will be "jaw dropping" and bring innovations "bigger than our wildest dreams" in safety, ease of operation and cost benefits. Initially, the changes will be incremental and complementary to piloting tasks, he says, but ultimately they will have a profound impact on private flight.

"In 15 to 20 years out," he predicts, "it's really going to be the Jetsons." ☛

William Garvey is Editor-in-Chief of Business & Commercial Aviation

Terminal Descent?

Efforts underway to check and reverse the decline



AOPA's 2017 STEM symposium in Fort Worth.

FPA / EAA 1454 Officers, Committee Members, and Key Contributors

Officers	Names	Committee Chair and Members	Names
President	Mark Estabrook	Aviation Center Manager	Dave Dion
Vice President	Glen Reinhardt		
Treasurer	Gary Daugherty	Fund Raising	Chris Lund
Secretary	Dave Babineau		
		Fly Out	Brian Gaudet
Key Contributors	Names		
Program/Wings Coordinator	Jim Bisson	Food	Glen Reinhardt
Young Eagles Coordinator	Steve Bortle		Dave Dion
Membership Coordinator	Glen Reinhardt		Bob Scales
Newsletter Editor	Jeff Scorse		Gary Daugherty
Merchandise Representative	Steve & Patty Bortle		Dick Maki
Hanger Manager	Dave Dion		Dick Gersh
Aero Fair Coordinator	Dave Dion	Scholarship	Jim Bisson
Santa Visit Coordinator	Patrick Daykin		Dick Maki
Past President, Organizer	Steve Bortle		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 March:

Joe Gasper: Joe is based in Lawrence and owns a Piper Archer. He has already attended one of our IMC meetings.

Matthew Santonastaso: Matthew is based in Jaffrey and is an Helicopter CFI and owner of a Mosquito XE helicopter

R Spain: Spain is a working pilot who is looking to get back into GA and possible a C-172 or C-177

Dues are “over” Due!

2018 Dues are the same as last year:

\$50 required (non-tax deductible) and \$40 requested (tax deductible)

As a reminder, the reason for the split is that we agreed not to rent to a 5th aircraft giving us great dedicated club space for all our activities. I think the space has worked out really well for us. Even with the extra gliders in there right now. The lost rent is equal to \$3,900. So we raised dues, but decided to split the raise so that some of the increase would be tax deductible. When you pay your dues please consider giving the additional \$40. You can pay it all at once and we'll split it out on the books.

You can pay by as follows:

Check: Bring the meeting, drop off at the airport in our mail box, or mail to: *Fitchburg Pilots Association*

*563 Crawford Road
Fitchburg, MA 01420*

On Line:

www.fitchburgpilots.org. Go to the “Donation/Payment” tab (upper right corner)

Select Either...

- Dues (PayPal) -or-
- Hangar Donation (PayPal or Debit/Credit Card)

For some reason the Debit/Credit option is not under “dues”. But if the amount is \$50 or \$90 we'll know it's for dues.

Aviation Safety Corner

By Dave Dion, FPA Safety Committee Chair

March Topic – ENGINE FAILURE followed by OFF AIRPORT LANDING

Purpose - pilot items of interest to support your refresher training and flight safety

Below material from AOPA Training

Last Month's Article - Engine Failure

Clank / Clunk / Kaboom - your prop stops turning as your engine seizes.

What do you do next ???



You do an off-airport landing !!

Here's the plan:



Get to Your Best Glide

Making it to a suitable landing area is a key concern, and that means maximizing the glide with airspeed

control. It's imperative to first get the aircraft close to best glide speed, and then trim for that airspeed to make it easier to maintain while you're busy with other things. Best glide speed generally decreases with weight: If the aircraft is light, subtract a couple of knots from the published speed, which is usually close to V_y .

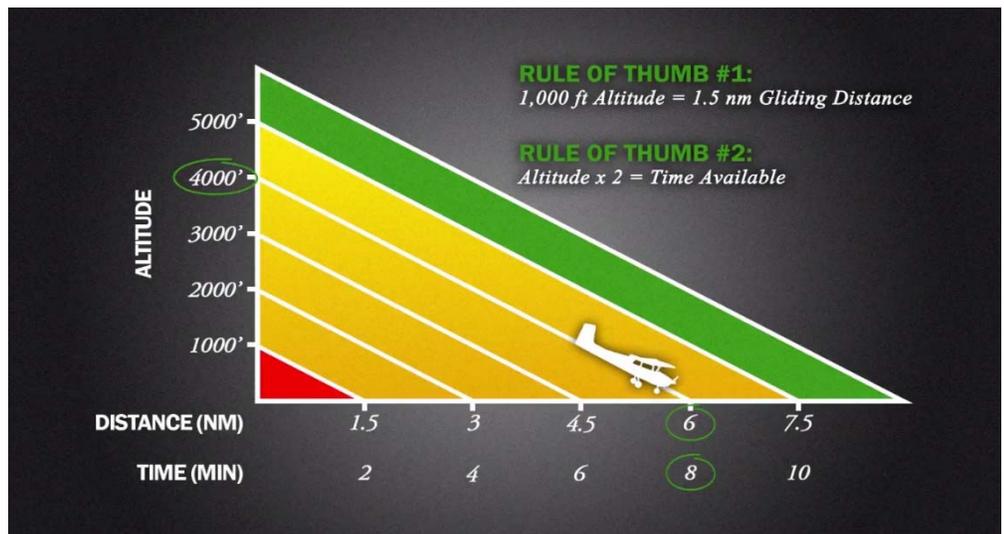
Rule of Thumb

Altitude equals time and distance, and time and distance equal options. Here are two good rules of thumb for most general aviation aircraft: 1,000 feet of altitude equals 1.5 nautical miles of gliding distance, AND, altitude x 2 equals time available. The below graphic shows how in a Cessna 172 with a 9:1 glide ratio, at 4,000 feet you will glide approximately 6 nautical miles and it will take about 8 minutes to descent.

Choosing a Landing Spot

The "nearest airport" function on GPS receivers is useful when searching for an airport within glide range, but it has limitations. If winds aloft are strong, the nearest airport may be harder to reach than a more distant field downwind of your position. Also look behind and below your aircraft for a suitable off-airport landing spot.

Beware of furrows in plowed fields: They can be deep enough to flip an aircraft landing across them. Tall crops (fully grown corn, for example) can also cause a rollover. Although a road is a good option, there are some drawbacks. Traffic is one of them. Try not to impose your emergency on innocent bystanders: If you collide with a car, you've



failed in that endeavor. Also roads have bridges, are sometimes narrow, and are often flanked by power lines. If faced with a choice between a “sure thing” field and a “maybe” road, you’re probably better off with the field.

Speed and Energy

In an off-airport landing, even relatively small changes in groundspeed can have major implications for crash survivability. Energy increases with the square of speed. A 60-knot landing is only 50 percent faster than a 40-knot landing, but involves 125 percent more energy. Avoid downwind landings, which put you in “double jeopardy”—10 knots of tailwind equal 20 knots of extra groundspeed, requiring more room for landing, and involving much more energy in a possible crash.

Landing Gear?

If the aircraft has retractable landing gear, should it be up or down for an off-airport landing? It depends. If the landing spot is an empty eight-lane highway, drop the gear. But it’s not always so clear-cut. If landing on soft ground or water the gear might dig in and cause the airplane to flip over. On the other hand, it might absorb some of the energy of a crash, or help stop the aircraft if space is limited.

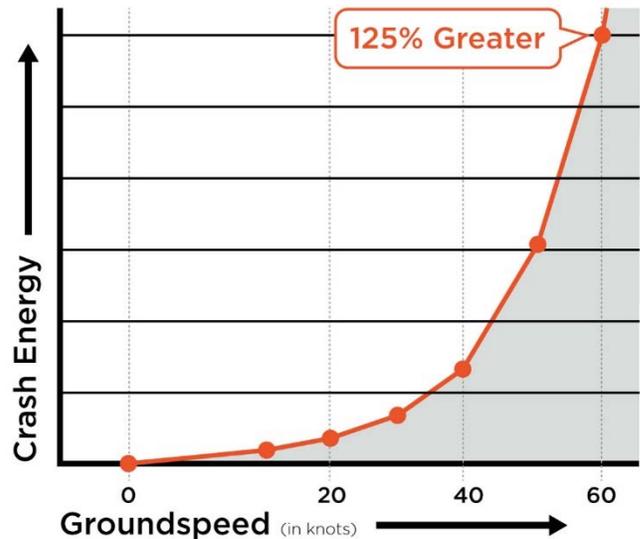
Prepare for Landing

Check that passengers have their seatbelts—and if installed, shoulder harnesses—secured tightly. Open a door before landing: This will keep the door from being wedged in the closed position if the airframe distorts during the landing. Verify that the seats are locked in position. Shut off the master switch and check that the mixture and fuel selector are also shut off. This can help lower the risk of a post-crash fire.

Off Airport Landing Strategies

During the pre-takeoff passenger briefing, show your passengers how to open doors and other escape routes in the event of an emergency landing.

- **Prepare to land**— Get the aircraft close to best glide speed, then trim for that airspeed to help you fly the airplane.
- **Use the GPS and your eyeballs**—The “nearest airport” function on GPS receivers is useful when searching for an airport within glide range, but also look ahead, behind, and below for a suitable off-airport landing spot.
- **In your glide to your off-airport landing spot** - transmit MAYDAY on 121.5 (with your approximate location) and squawk 7700.
- **Avoid downwind landings**—10 knots of tailwind equal 20 knots of extra ground speed compared to a landing in the opposite direction.
- **Full flaps** - when landing is assured.
- **Master switch, mixture, and fuel OFF.**



Please find the next page full page flyer for our 2018 Aviation Scholarship



Aviation Scholarship



Win an Aviation Scholarship Worth \$1,000 !

Are you pursuing a career in an aviation-related field like commercial pilot, meteorology, aircraft maintenance, flight controller, or dispatcher? Then you may qualify for a \$1,000 scholarship awarded annually by the Fitchburg Pilots Association to students in the New England area.

For further information and an application go to www.fitchburgpilots.org

Submit your application to: Scholarship Committee, Fitchburg Pilots Association,
563 Crawford Street, Fitchburg, MA 01420 by April 4, 2018.

The scholarship will be awarded in May, 2018.

Fitchburg Pilots Association/
EAA Chapter 1454

Questions?

Please contact Dick Maki at
rmaki@comcast.net

Sponsor Page



FPA Store

Buy your FPA Merchandise here!



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

