

**FNL PILOT ASSOCIATION NEWSLETTER**

**January #1 2012**

1/31/2012

**Hello!** The January issue of the FNL Pilot Association Newsletter gets the New Year started. Enjoy.

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**DETAILS:**

**Annual Meeting:**

- We hold two All-Member's meetings during each year, with the **Annual Elections** meeting held in January. A mid-year meeting is also planned—usually in June.
- **The January 2012 Annual Meeting was held on Saturday, 1/28/12**
- Our elected Officers and Board for 2012 are:

**President:** Rob Pehkonen  
**Vice Pres:** Bob Hoffman  
**Treasurer:** Howard Abraham  
**Secretary:** Steve Wolf

**Board:** Craig Fitzsimmons  
Steve O'Hare <= replacing Lisa McCabe. (Moved)  
Pam Busboom <= replacing Rich Flanagan. (Moved)

- Jason Licon—**Airport Manager**, spoke at the Annual meeting about upcoming projects. 2012 promises to be another **active year at FNL**. Note the significant remodeling of the Jet Center (FBO) facilities! Many projects are planned for 2012. Check the Newsletter.

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**FNL Pilot Association Pilot Refresher courses return!** COMING TO THE MODULAR SOON.

This year the FNL Pilot Association will be presenting several [pilot refresher/pilot technology update](#) programs. Pam and Rich Busboom are Program Chairpersons setting these up. Pam will send you an e-mail soon telling you the schedule and content of the programs, which will start in February.

We look forward to seeing all of you soon at one – or all – of the upcoming meetings in the FNL Modular building, or on a Field Trip (Very popular Denver TRACON Tours planned again this year!).

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**FNL Pilot Association By-Laws Change:** (E-mail vote—need approval of 2/3 of all the members)

Steve Wolf (our Secretary) will be sending you via e-mail a proposal to change the By Laws. Please read it carefully—your vote is needed (via e-mail).

We had two Board members resign at different times last year because they moved out of the area. We needed replacement appointees to serve until the Annual Election meeting, but found there was no procedure in the By Laws for that. One change is to add a “Replacement” procedure for Board Members and Officers who may resign during the year, to serve until the next election meeting.

Board members are elected for three year terms. Our current Board members are dedicated to the success of the Association and are highly valued. However, we also found there is no provision for the membership to recall a Board member during their three year term if that should become necessary (we certainly don't foresee that being the case...but should probably have a By Law covering it if it became necessary sometime in the future). A second change will add a “Recall” procedure By Law for Board members.

Steve has worked hard to improve our By Laws as our Association matures and grows. Please help him with these changes when he sends them to you for a vote. Your vote counts as 2/3 of the entire membership need to approve changes to the By Laws. This is something we won't do very often, especially after we finally get an excellent set of By Laws to guide our Association.

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**Snow Removal Priorities:** (Order of snow clearing...what to do if you need OUT).

Folks work very hard to remove snow and ice from the airport after snow storms. They have to do that in stages over a period of time.

You should know the priorities involved and how to contact Airport Management if you really need to get out before the hangar area is cleared. First and main priority is getting the runway safe for landings and departures of course.

The priorities for snow plowing operations are as follows:

First 12 hrs following snow storm

1. Runway 15/33
2. Alpha Taxiway
3. A1, A5 and C Taxiways

4. Commercial and Jet Center (FBO) ramp
  5. a. Runway/Taxiway 06/24  
b. Airline Terminal and Modular Sidewalks and Baggage Claim area
  6. A2, A3, A4 and Triad Corporate Taxiways
  7. Lear, Cessna and Gulfstream streets
  8. Terminal and jetCenter automobile parking lots
- 24 hrs following snow storm
1. Bravo and Delta Taxiway
  2. Grumman, Beechcraft, Northrop and Stearman Taxiways
  3. T-Hangar Taxilanes (starting with west hangars closest to ramp working east)

**NOTE: If you have an extended trip planned and must get your aircraft out, please contact Larry Mack prior to the snow event to make provisions for a path plowed out as soon as possible for you to get to the runway. He is at 970-962-2853 or 970-203-5382 (Cell). And please, don't make use of this interrupt provision for touch and goes or local flights that can wait.**

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**Taxiway Directions (Grumman and Echo):** (Suggest clockwise to avoid congestion...)

To facilitate the flow of traffic between the T-Hangars, try to **taxi clockwise through the area between Grumman and Echo**. It's natural to taxi eastbound up Grumman when returning from a flight. If we generally try to taxi westbound down Echo as we head for the runway, we can avoid nose to nose situations.

There will of course be exceptions (ie: when the wind is strong from the north--might snatch a cabin door!), and some large planes will just use Grumman in both directions (but you can see them coming!). For general traffic in and out of the T-Hangar area, this should really reduce congestion in the narrow lanes between the hangars.

Note that Steve O'Hare (President of the Jet Center FBO) is trying to reduce traffic between the Jet Center and the first parking row just to the west. That is a very busy place most days, so when we taxi to/from the T-hangars, please use the 2<sup>nd</sup> or 3<sup>rd</sup> taxi row west of the Jet Center. Be very alert for Helicopters parked on the ramp area, planes and trucks parked in the first row, and tails of long Corporate jets extending to the west along the first row.

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**FAA Safety Seminar:** (Tuesday, 2/7/12, 5:30 PM, "Pull that Chute" – or not).

**"Hangar Talk"** Topic: BRS Systems - Pull the Chute! **Select Number:** NM0342435

Tuesday, February 7, 2012 at 5:30 PM

Location: Independence Aviation Hangar 10, **Centennial Airport (KAPA)**

12780 E Control Tower Rd

Englewood, CO 80112

**Description:** Too many fatalities are being recorded in accidents where an aircraft parachute is available. In this Hangar Talk we'll hear from a pilot who got in a bad situation, pulled the chute, and lived to talk about it.

[Click here to register.](#) Details and registration info, [click here.](#) [Click here to view the WINGS help page](#)

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Regards, (On behalf of the Officers and Board...)

Howard Abraham (Newsletter Editor)

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