

# FNL Pilot Association Newsletter



FORT COLLINS • LOVELAND  
AIRPORT

## FNL PILOT ASSOCIATION ANNUAL (ELECTION) MEETING

We will be meeting this **Saturday January 19th at 10:00 a.m.** in the FNL Modular Building. Please plan on coming ...besides important Officer and Board Elections, we plan to interactively discuss our future, FNL's future (Airport report), and of course lunch will be provided. Hope to see you there!

**Lunch:** BBQ catered Nordy's from noon to 1:00 p.m. taken care of by the Association.

Proposed Slate (from nominating committee):

- ~ **President** Rob Pekhonon
- ~ **VP** Rick Raesz
- ~ **Secretary** Steve Wolf
- ~ **Treasurer** Howard Abraham

We will send out a nomination slate (with Bios and Photos). We will also encourage nominations from the floor at the meeting.

**Agenda:** Association Reports and Update (2012), Elections, Inputs, Year's Schedule, and Planning Highlights for 2013.

- Board (2014): Dash (David) Wilmot
- Board (2015): Malachi O'Neill
- Board (2016): Deb Montgomery  
(Appointed Position: Newsletter and contributing Member: Kim Raesz)



Engine Made of Legos

### INSIDE THIS ISSUE:

FNL Pilot Association Election Meeting	1
Schedule for the Year	1
Pilot Refresher Meeting	2
Info From The Jet Center	2
FAA Denver Star	2
Safety/Training Seminars	3
"Virtual Tower"	3

## SCHEDULE FOR THE YEAR

Mark your Calendar...this looks good for now...stay tuned!

- Jan 19, 2013 Annual (Elections) Meeting, 10 AM, FNL Modular
- Jan 24, 2013 Steering Committee Meeting, 3:30 PM, Loveland Chamber Bldg.
- Jan 24, 2013 SNC Dream Chaser and Straight Flight Repair/Composite capability 6 PM food/drink Peak's Café. ~ 7 PM Mtg., FNL Modular Bldg.
- Feb 28, 2013 Airport Manger update and then some!
- Mar 28, 2013 Pilot Refresher Course (TBD)
- Apr 25, 2013 Pilot Refresher Course (TBD)
- May 18, 2013 BBQ Meeting (with EAA?). (Details TBD)
- Jun 22, 2013 BBQ Meeting (Semi-Annual Meeting, w/EAA, Open House) Jet Center
- Jul 04, 2013 Weekend Collins Foundation Event (date not set yet).
- Aug 10, 2013 BBQ Meeting (with EAA)
- Sep 26, 2013 Pilot Refresher Course (TBD)
- Oct 24, 2013 Pilot Refresher Course (TBD)
- Nov 21, 2013 Pilot Refresher Course (TBD)



How close is too close?



## PILOT REFRESHER MEETING



A Fly-In at a Grass strip in Whitney, TX

Pilot Refresher Courses Start next week Thurs, 7 PM, (6 PM for food/drink at The Peaks Café), FNL Modular Building—“Maintenance of LARGE GA Aircraft (**Lear, Citation, King Air**), and Modern Composite Construction and Repair”. Guest presenter: Straight Flight Corporation.

**Straight Flight, LLC** (Part of Sierra Nevada Corporation, makers of the “Dream Chaser” space plane) want to introduce themselves and their capabilities to FNL-based pilots and owner/operators.

Goal: Awareness...examples

of repairs to “Big Iron” that will be interesting to us all.

Let our GA operators at FNL know about and learn from this Lear, King Air, Citation, etc., capability just “down the road” from FNL.

EAA builders, Flight Schools, and Cirrus owners—will hear about Composite buildup and repair capabilities. See samples & properties of materials involved.

My Introduction will include some details of SNC Dream Chaser (space plane) project.

Slide Presentation, Straight Flight CEO, Composite Manager, and Big

Iron maintenance projects and photos are planned.

If you would like to know what it takes to keep Big Iron and Composite aircraft in the air, this is your chance. (Might appreciate YOUR plane more after this talk!)

Composites...you’ll be amazed at the scope of composite material capabilities.

Early prototypes of the Dream Chaser were made and tested in Englewood!

Q&A – Audience interaction.

## INFO FROM THE JET CENTER

**JET CENTER 100LL DISCOUNTS:** (100LL Fuel discounts began on **Jan 2, 2013**).

There is a **\$0.25/gallon** 100LL discount for being a CURRENT MEMBER of the FNL Pilot Assoc.

There is a Jet Center “Bronze” discount of \$0.25/gallon by paying the Jet Center \$ 35/year.

**Change:** Our FNL Pilot Association members can COMBINE both of these to obtain a \$0.50/gallon 100LL discount after buying a “Bronze” program membership at Jet Center!

There is also a Jet Center “Silver” discount of \$0.50/gallon by paying the Jet Center \$125/year.

The Silver discount \$0.50/gallon can’t be combined with either of the above discounts.

I hope you’ll agree that these Membership & Jet Center program discounts are significant.

Thanks to Deb Montgomery [manager@fnljetcenter.com](mailto:manager@fnljetcenter.com) Phone (970) 667-2574 for making this combination possible for our members!

**JET CENTER 2013 BUSINESS HOURS**

The Jet Center is now open for business 24 hours a day, effective **January 2, 2013**.

FNL Jet Center service is now much more convenient for everyone who needs to (or likes to) arrive/depart and refuel at Oh-Dark-Thirty and earlier!

Jet Center REALLY IS OPEN 24/7 now. A call was made at 1:30 AM one night with a request. Robert answered and was ready, willing, and able to accommodate my request!

**Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.**

## FAA DENVER STAR (STANDARD ARRIVAL) WILL NOW INCLUDE KFNL & KGXY AIRPORT CODING

**Effective March 7th**, the KFNL and KGXY airports will be coded onto the DANDD Arrival. Also, we would like to begin a process for RNAV (GPS) airspace development for Northern Colorado in March or April 2013.

Ted Goodlin, FAA, Denver TRACON Support Specialist

There is a “Working Group” teaming with the FAA on this project. The more flight departments that are involved, the better. The FAA is sincerely interested in user Input.

If you would like to participate in this group’s important efforts, please contact....

**Malachi O’Neill**

**Mountain Aviation, FNL**

720-314-0595 Cell

[moneill@mountainaviation.com](mailto:moneill@mountainaviation.com)



## SAFETY/TRAINING SEMINARS

Safety/Training Seminars presented in February (Denver).

Presented by <http://www.vortexfsm.com/seminars/> -- Professionals in Training

List of Seminars: (not shown in date-order. A fee is charged...).

### Human Factors in Aviation/CRM

2 day course Monday 4th - Tuesday 5th February 2013

[View full course description](#) [Register Now](#) [Sign up for updates](#) [Add to Calendar](#)

### Human Factors In Aviation/CRM Instructor Training

5 day course Monday 11th - Friday 15th February 2013

[View full course description](#) [Register Now](#) [Sign up for updates](#) [Add to Calendar](#)

### Emergency Response Planning and Crisis Management

2 day course Thursday 7th - Friday 8th February 2013

[View full course description](#) [Register Now](#) [Sign up for updates](#) [Add to Calendar](#)

### Safety Management Systems and Flight Data Monitoring (FDM)

3 day course Monday 4th - Wednesday 6th February 2013

[View full course description](#) [Register Now](#) [Sign up for updates](#) [Add to Calendar](#)



## FNL to Be Considered for "Virtual Tower" concept: (Blended Airspace Phase III)

KFNL airport could be selected as a program participant by the FAA and CDOT.

This is Phase III of a joint FAA/CDOT on-going project in Colorado--Blended Airspace.

This has been mentioned in previous Newsletters--here are some additional details from the Reporter Herald from 1/3/2013. We may host a specific meeting on this issue at the airport. (Perhaps Feb 28th, 7 PM, Modular Bldg.? Stay tuned for details. Date might change).

Loveland's airport is being considered for a 'virtual' tower.

New technology will allow the concept to work--increased safety is the goal.

Our FNL traffic mix and volume are serious concerns at times.

A Physical Tower is in the 20 yr. plan, but money is an issue (local and FAA) .

Safety judged at risk until then (what will it take to finally implement a tower?)

A Virtual Tower concept is possible with current technology and with available resources.

Dave Gordon (CDOT Director) wants Colorado to partner with FAA to implement. Loveland is one of four airports on the list; along with Montrose, Durango, and Hayden.

As Bill Payne ,Project Director, described the concept at a recent meeting in November:

\* Relies on remote sensors that gather information from aircraft (transponders).

\* New system to track movement of vehicles, and even animals on the ground.

\* System relays information and video to controllers in a central location.

\* The pilot implementation will be in Colorado somewhere; according to Mr. Payne.

**This concept has significant future promise at airports like FNL, and many others in the nation:**

\* Class D control capability from another site, with sensors and displays providing data.

\* FAA, CDOT, and Local City Officials (Mayors) very interested in setting this up.

\* A physical tower would cost at least \$3 million, with cities paying >\$500,000/yr. expenses.

\* Virtual Tower would cost far less, with FAA picking up development costs for first site.

\* Technology is not the limiting factor. Legacy thinking is. Safety is the driving factor.

\* Local officials are in favor of the concept at FNL (Class D is next step for FNL).

The FAA has the final decision, will write the manuals, and will own the project in it's entirety.

First adopter, perhaps FNL, will get to provide critical inputs during development.

Local officials will have to prepare formal requests to be included, and agree to help.



## FAA Maintenance Safety Tip: “STRESSED OUT PROPELLERS”

If you want to be SURE you are operating your propeller properly, obtain and read FAA Special Airworthiness Information Bulletin SAIB NE-08-21, dated May 14, 2008. (Yikes--2008!) Yes, dated-- what you don't know can hurt you! [www.cessna.org/documents/public\\_info/saib/saib-ne-08-21.pdf](http://www.cessna.org/documents/public_info/saib/saib-ne-08-21.pdf) Consider the following (before next flight??): Does your plane or propeller...



- Have a range of restricted propeller RPMs?
- Have a maximum propeller RPM properly indicated on the tach?
- Require a placard (for example) “Avoid continuous operation between 2,000 and 2,250 RPM”.

Limitations can result during certification testing when increased propeller stresses are observed during certain operating conditions. Operating in these ranges can result in very significant vibration. Prolonged violation of such restrictions could result in structural damage to a propeller, leading to propeller failure or internal engine component failure, such as the crankshaft.

- When did you last have your tachometer accuracy checked?

A bad tach can put you a forbidden RPM range, or worse, allow dreaded propeller over-speed! Tachs are simple but they do go bad. It's happened to me...250 RPM error developed over time. Replaced it!

- Is it possible the restriction placards in the aircraft are no longer correct? (Stress Happens!)
- If a tachometer was replaced or modified, does it have all the proper markings?

Redlines, yellow arcs, red arcs, green arcs, or other noted limitations?

- Are instrument panel placards for RPM restrictions incorrect, illegible, or missing?
- If a propeller and/or engine was replaced or modified, are the RPM placards still correct?

**Preflight the Prop Carefully: On June 18, 2012, a Piper PA-28-200, lost 6” of the tip of one prop blade in flight! It can & does happen!** (The lucky pilot felt “a violent vibration”--got down fast).

Keep stress off the propeller—less stress on you, the pilot.

## HERE IS A VERY WELL THOUGHT OUT REPLY TO THE GATE-ACCESS QUESTION FROM JASON LICON (AIRPORT MANAGER):

From Jason: I believe that you hit the nail on the head. The TSA is still here, and as an airport we are still required to comply with all of the regulations that they mandate. The TSA relies upon the airport to have an approved security plan in place. For FNL that plan relies upon the gate access systems coupled with airport badge holder training and compliance. If the TSA does test us and finds areas of risk such as people allowing others through the gate, they will require additional security measures to be incorporated. It is imperative that we work together

as a team, because we (the airport staff and airport stakeholders) have worked hard to make sure that we can justify that what we have for security is adequate for commercial flight activity.

Many people ask why we need to continue now that we no longer have Allegiant. The answer is that we do continue to have airline charter activity, and therefore are still required to have the security measures in place. In March, Republic Airways will begin to serve the airport for charter operations,

and Sun Country will continue to have flights every 4-6 weeks. We also believe that this is a temporary situation where another airline will begin scheduled service again in the future. Unfortunately, we do not know when that will happen, however we remain optimistic.

These gates do also provide an additional layer of airport security as you mentioned. The gates allow those into the airport operations areas that have the knowledge and skill to be there, and require those that don't to access the airport with supervision. In the past I worked at an airport that had many problems associated with

unauthorized access. We would find couples going out for a Sunday drive who inadvertently finding their way onto the runway, children rollerblading on the crosswind, and people taking joyrides on airport vehicles resulting in them hitting parked aircraft. These events prompted a non-commercial airport to install access control systems similar to what exists at FNL.

Thanks and Happy Holidays, Jason