

FNL PILOT ASSOCIATION NEWSLETTER

May #1 2012

5/18/2012

NOTE: The BBQ and Open House WILL BE HELD tomorrow as planned. Saturday, 5/19/12, in the FBO Main Hangar and ramp area. 11 AM to 2 PM (or whatever!) BBQ with all the fixins at noon. See Pam's details in previous e-mails from Rob and Pam!

Also: Please note that TSA officials continue to pay special attention to FNL because of Allegiant air carrier operations here! Everyone seems to be doing a good job "watching" the gates down to prevent unauthorized access. We even smile now when another AOA badge person takes over the watch duties with his/her key card when arriving behind us. TSA can work with us or impose additional restrictions...it's our choice. Thanks to all for helping with this task.

CONTENTS:

FNL Pilot Association sponsored BBQ/Open House SATURDAY: (that's tomorrow).

A Big Thank You for the Pilot Refresher Course held 5/3 in the Modular. (Thanks, Pam)

Crack Sealing 4/30 and 5/1 on FNL ramps: (THANKS, Larry and crew!)

2012 Schedule Dates: (Mark your calendars)

FAA Safety Information: (Local Classes and Information updates).

Clockwise traffic around hangar complex (and parking courtesy): (Continue to avoid taxiing conflicts)

DETAILS:

FNL Pilot Association sponsored BBQ/Open House SATURDAY: (that's tomorrow).

- The BBQ and FNL Open House is **ON for tomorrow**, 5/19, 11 AM – 2 PM (or so)
 - o Lunch is served in the FBO main hangar at noon.
 - Larry & Terry (PAS), Steve O'Hare, and others will be cooking your favorite meats.
 - Rob is bringing all the trimmings.
 - EVERYONE is invited. This is designed to be a meet and greet—to have fun.
 - o And...WW-II vets will join us at the BBQ (**Ken Roper** sets this up each year).
 - o A Young Eagles Rally is planned, BUT...if weather is not suitable, that may be postponed.
 - o The CAP G1000 Turbo will be on display.
 - o More is planned...come out and enjoy. Ignore the weather. Wear a jacket if needed.

[\(Back to Top\)](#)

A BIG thank you to all who participated in the Pilot Refresher meeting on 5/3/12

- Pam Busboom, assisted by FNL Pilot Association Officers, put on a bang-up show. **My take-away follows.** (Pam has summarized this well also for the 40-45 people who attended). Everyone who spoke sees FNL differently compared to the way we in “small planes” fly a pattern or utilize FNL. Knowing what they see may make it easier for us **all** to fit safely together in our FNL operations.
 - Jason Licon (FNL Airport Director) set out an overview for us at the meeting...
 - From his “one year on the job” point of view, he is happy to be here.
 - Jason does his very best to balance the varying needs of ALL USERS of FNL, **and to promote safety**. He is an active GA “small plane” pilot and likes flying very much.
 - He also does what he can to help noise sensitive folks (mostly north of the airport) understand what happens at and around FNL. This is a very large job that we can all help him with by being sensitive ourselves to how our operations affect our neighbors.
 - Jason works hard to listen to all people affected by FNL, and to accommodate their needs if possible. His door is always open. We all can help by being aware of the many users of FNL, each with their unique point of view, but we are all pilots after all. (See below).
 - (I’ve tried to cover many of his safety points in recent Newsletters....ED)
 - Front Range Helicopter flight training: (Don Griffith’s flight school).
 - Picture being in one of his 6 (or 7...I lose track!) TRAINING HELICOPTERS...
 - You will be at **5500 MSL**, flying over Taxiway A, south a bit, east to I-25, and north as far as runway 06/24. (Helicopter pilots know the names of every taxiway at FNL!)
 - You will consider this your training area while you climb, transition, and then plunge (auto-rotate) almost to the ground over and over again until you get it right.
 - You will taxi in a hover (no wheels!) to/from the ramp, fitting in equally with wheeled planes that are also taxiing there, and you almost never cross the main runway!!
 - You will be trained to use the **radio** as a very useful tool to avoid conflicts!! And...
 - You will watch very carefully for practice IFR operations at 5500 MSL and anyone else (especially those who are taxiing)—all of whom also use the radio well at FNL?
 - Medivac Helicopters flying off the roof of the PVH facility right under the ILS...
 - Call sign: **AirLink 2**: If you hear that, PAY ATTENTION.
 - Picture a pilot and two medical people, piling into (or out of) a very sophisticated helicopter, from (or to) the roof of PVH, trying to save someone’s life!
 - They will leave (**500 AGL**), East, N, or S as needed. (Maybe West).

- They will leave when they HAVE TO and go where they NEED TO.
 - They will be “urgent” and will try to talk with us as they fly by.
 - BUT...we have to listen up for them (**AirLink 2**).
 - They would like us to reply to their call with our position.
 - They will head for FNL’s ramp on a direct line to refuel after their mission!
 - They will NOT be following Don Griffith’s Front Range Helicopter’s rules.
- Allegiant Airlines...once or twice a day, but BIG, and moving FAST.
- You are 25 ☺ and well trained to fly 130-160 people in MD-80s safely into and out of TOWERED Airports under ATC control at all times. But...you **also** have to fly to/from FNL as part of your job (only non-towered destination in Allegiant’s system!).
 - FNL airport officials (and most pilots who use FNL) like Allegiant because FAA grant money really helps keep this airport in top-notch shape (among other reasons!).
 - Your company likes FNL because it is profitable and efficient. You like your job.
 - You will call on Unicom about 5-10 minutes out, approach rapidly from 30,000 MSL over the mountains, be directed by Denver Approach (ATC) to cross COLLN (the Outer Marker) at 6500 MSL, and then either **land on Rwy 33** using the ILS (**MUCH preferred!**), or swing out east over Windsor to land Visually on Rwy 15 (Visual approaches NOT preferred, but doable if necessary). You have NO RNAV plates.
 - You are quickly aware of practice IFR training flights holding over COLLN right at your assigned altitude, all helicopters in and around FNL, and other traffic in the pattern who might or might not let you in expeditiously (let you in is preferred if possible!).
 - If TCAS goes off, you have to resolve the conflict up or down per the arrows (you have no choice). You log all TCAS resolution alerts that occur where you fly.
 - You will **take off on Rwy 15** if at all possible (to avoid noise complaints to the north).
 - You are VERY aware of your tailwind limitations (10 kts), how much it costs to operate an MD-80, and how awesome your responsibility is for all the souls on-board.
 - You have one pilot listening to Denver ATC, one pilot listening to UNICOM, pilots communicating with each other, one pilot flying, and one pilot looking for traffic and following the charts. **There are only two pilots on board!** You like your job...but are really working hard when flying an FNL leg for Allegiant airlines!
 - You would love it if folks who practice holding over COLLN could practice holding somewhere else, and if folks in the pattern could help out as much as possible—for someone going 130 kts, weighing 90,000 lbs, with the turn radius of a...well...you get the picture.
- Fixed Wing Flight Training Operations: (Several outfits are at FNL and all train very well)
- You do your best to train pilots well in a relatively crowded, shared, flight and taxi space—multitasking a lot.

- You have designated training areas (generally north and northeast of the airport) where you fly to/from many times a day.
 - You practice good radio technique, telling folks who you are, where you are (distance and direction from the airport), and what you are going to do. That's what we do also!
- Everyone who uses FNL wants this to be a SAFE PLACE to operate. It's a busy airport!

[\(Back to Top\)](#)

Crack Sealing recently on FNL ramps: (FYI)

Thanks to Larry and his crew. This is a much needed operation in our hangar area! Larry and the maintenance team from the Airport Manager's office do a very good job with this hot job.

If you get a chance, add your thanks to this one... Larry Mack, Operations Manager, [970-962-2853](tel:970-962-2853), [970-203-5382](tel:970-203-5382) (C), and Jason Licon, Airport Director, [970-962-2851](tel:970-962-2851).

[\(Back to Top\)](#)

2012 Steering Committee Meeting Dates:

- May 17, 2012 (Held. Agenda available at www.fortloveair.com).. Airport REPORT from Jason.
 - <http://www.fortloveair.com/general-information/public-meetings>
 - Summary to follow soon.
- July 19, 2012
- September 20, 2012
- November 15, 2012

The Airport Steering Committee Meetings are usually held every other month with occasional special request meetings throughout the year. The Airport Steering Committee consists of the Mayors and City Managers of both the City of Fort Collins and the City of Loveland.

Meetings are held from 3:00 to 4:30 p.m. at the Loveland Chamber of Commerce & Visitors Center located at the Outlet Mall at Centerra, 5400 Stone Creek Circle in Loveland at the NW corner of I-25 & Hwy. 34. (Next door to the Lone Star Steakhouse). *Location subject to change.* You are invited to attend!!

More FNL Meetings in 2012 (schedule to date):

- The Schedule for 2012:
 - June 16—**FNL Pilot Association** Semi-Annual All-member's meeting. 10 AM. Modular.
 - July 6->8—Collings Foundation bomber weekend visit and activities. More on this later...

[\(Back to Top\)](#)

FAA Safety Information:

Another VIP TFR (must be official campaign season!). This time on Wednesday, **5/23/12, Colorado Springs**. Mandated Airspace Restrictions are involved!!! Specific instructions and restrictions are available at <http://tfr.faa.gov> once the NOTAM is issued.

AND: Note the **HAZARD TFR** NW of FNL (the big fire!). LOTS of air activity there. Stay away.

ALSO:

May/June Safety Briefing issue: EXTREME Weather—Detect & Avoid.
<http://1.usa.gov/IHfCA6>

AND:

"The Physics of Flight" (The 'whys' of what we do when flying).
Monday, May 21, 2012, 6:00 PM, Ramada Hotel / Centennial Airport
7770 South Peoria Street, Englewood, CO 80112

Select Number: NM0344393

Description:

Aerodynamics, aircraft/system design, physics principles relating to ground operations. Demonstrations. For more information, [click here](#).

[\(Back to Top\)](#)

How NOT to park your car, and Clockwise traffic around T-hangar complex:

- One more reminder on this. Try to taxi clockwise in and around the main T-hangar complex using Echo. This will help avoid taxiing conflicts and congestion (and on the Grumman taxiway as well).
- AND...**when parking your car in the hangar area**, PLEASE be mindful of aircraft that need to taxi by your car. Recently there were cars parked in front of Grumman hangars, alongside T-hangars, and south of the east fence manual gate by the east-most hangar building. ALL of which combine to impeded planes taxiing between cars and buildings. All of these cars could be placed either IN a hangar, between hangars, or parked 3 feet differently to help **clear** respective taxi lanes.
- PS: Remember how far some wings stick out from aircraft, AND...some of us use bungee cords and castoring nose wheels for "steering". Not very precise.
 - o Thanks for the extra awareness and consideration in crowded areas.

[\(Back to Top\)](#)

Regards,

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