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The Future of Ft Collins/Loveland Airport

an evening with the
new airport manager



By Ron Grob

Dave Gordon recently replaced Fred Anderton as Airport Manager of the Ft. Collins-Loveland Municipal Airport and was our speaker at the well-attended January meeting. Dave shared personal and professional back-

ground information, information about current airport events, and some goals and viewpoints. Chapter members extended their warm welcome to Dave and wished him well in his difficult job. Most of us came away from the meeting

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February Meeting

When: Tuesday, February 4, 2003 • 7:30 PM

Where: Hair Dynamics, 6464 S. College, Ft. Collins, CO 80525

Program: Peter Broom, new owner of Firewall Forward on the Ft. Collins/Loveland airport, has made the company mushroom in size and has some fascinating projects in the works like a new camshaft. He will be speaking to us about the challenges of operating an engine overhaul shop.

Plane Humor Found By Our Members

In his book, "Sled Driver," SR-71/Blackbird pilot Brian Shul writes:

"I'll always remember a certain radio exchange that occurred one day as Walt (my backseater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace."

"Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its groundspeed. '90 knots' Center replied."

"Moments later, a Twin Beech required the same. '120 knots,' Center answered."

"We weren't the only ones proud of our ground speed that day as almost instantly, an F-18 smugly transmitted, 'Ah, Center, Dusty 52 requests groundspeed readout.' There was a slight pause, then the response, '525 knots on the ground, Dusty'."

"Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my backseater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. 'Center, Aspen 20, you got a groundspeed readout for us?' There was a longer than normal pause...."

"Aspen, I show 1,742 knots."

"No further inquiries were heard on that frequency."

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 60 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet?" The pilot (obviously a SR-71 Sled Driver), responded, "We don't plan to go up to it, we plan to go down to it." He was cleared... What a Bird!

Runway Incursion. While taxiing, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727. The irate female ground controller lashed out at the US Air crew, screaming: "US Air 2771, where are you going?! I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C's and D's, but get it right!!!"

Continuing her tirade to the embarrassed crew, she was now shouting hysterically: "God, you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instruc-

tions in about half an hour. I want you to go exactly where I tell you, when I tell you, and how I tell you! Got that, US Air 2771?"

"Yes ma'am," the humbled crew responded.

Naturally the ground control frequency went terribly silent after the verbal bashing of US Air 2771. Nobody wanted to engage the irate ground controller in her current state. Tension in every cockpit at LGA was running high. Then an unknown pilot broke the silence and asked, "Wasn't I married to you once?"

Tower: "United 515, cleared for takeoff, contact Departure on 124.7."

United 515: "Tower, United 515 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the far end of the runway."

Tower: "American 635, cleared for takeoff, contact Departure on 124.7. Did you copy that report from United?"

American 635: "American 635, cleared for takeoff, roger; and yes, we copied United and we've already notified our caterers."



An Aussie doctor had a dead battery so, with ignition on, a little choke, and brakes OFF, he swung the prop. The engine started and the plane taxied at high speed, its titanium blade spinning at 85% of max. RPM. It wiped out about six light aircraft belonging to a local flying club before coming to a stop after slicing up this twin.

Airport Manager - Cont'd from page 1

feeling that Dave will do his best to manage and improve "our" airport. We appreciate that he was willing to talk to us so soon after assuming his new duties.

Dave was the Airport Manager at Jeffco Airport from 1973 to 1998. He was also interim Airport Manager at Aspen airport for about 2 years and was offered the full time position there, but he felt that he could not afford housing there without a long commute. He has 3 children, and plans to move to Loveland soon after his second daughter graduates from high school this year. Dave is a pilot and is not current, but he hopes to resume flying soon.

Dave always wanted to work at a predominantly general aviation airport, so he is happy to be here.

Various tidbits:

There are only 6 more parcels of land available for lease; Dave would like to see the lot lines go away, so the space may be best utilized. Lot lines require setbacks, and building can't be done across lot lines. Dave has a goal to obtain more airport development ground. He will keep in mind that we may eventually want ground for a chapter hangar and clubhouse. Firewall Forward has completed 300 hours of testing of a new camshaft, and Dave determined that since the testing was being done on the airport, it could legally go on night and day.

However, the airport can require that noise attenuation be implemented. Firewall Forward cooperated, stopped testing from 7:00 PM to 7:00 AM, and built some barriers to help with the noise. Firewall Forward has ambitious expansion plans for the near future. The fuel farm needs to be upgraded and may be moved to enhance security. The Civil Air Patrol is using part of the terminal building. The terminal building has the new security screening equipment to be used for certain charter flights. Allegiant Air is looking at possibly starting service to Las Vegas about 3 or 4 times per week. The future of runway 6-24 will be studied soon. The FAA wants it to be only a taxiway and as it stands now, will no longer contribute funds for use as a runway, but Dave understands that when we need it, we really need it.

The highest point of the proposed new hospital south of the airport near the dog track apparently will be about at the elevation of the south end of the runway. The top of the building will be about 420 feet below the ILS glideslope at that location. The area of the outer critical zone had to be reduced to allow hospital construction there. No hospital or residential construction would have been permitted in the old critical zone. Most of us were in agreement that far better locations for a hospital are available. One comment was, "stupid, stupid, stupid." Dave

The trailer has been found!**Chapter 515****TOOLCHEST**

Here is a list of tools and equipment either owned by the chapter or available for use by members.
CONTACT: Walt Ellwood, 635-3436, wellwood1@compuserve.com

Engine hoist
Flat bed trailer
Instrument panel hole cutter
Nico press, with gauges
 (bolt cutter style)
Scales
Stoves
Torque wrench

Tools that members may loan out
Lycoming Engine Overhaul Stand
 (Mel Callen, 587-4824)--may work with a Continental
Cable Fitting Swaging Tool
 (Hugh McTeague, 586-5910)

indicated in the Q & A session that we probably need to get more involved politically, in order to have EAA positions known.

Dave is going to monitor new hospital events carefully, and he shared that the hospital will be asked to sign an agreement that they understand that airports are noisy, and that they will never oppose airport use, expansions, etc. The hospital will also be asked to have triple glazed windows, thicker walls, and must not emit any electronic emissions that could adversely affect the ILS. Plans for the approach and departure paths for the hospital helipad will need to be approved by the FAA, so that no interference will be caused to

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EAA Chapter 515 Newsletter

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EAA Chapter 515 Newsletter

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Put it in the Newsletter!

stories • announcements • ads

Send text and/or pictures to:

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CHAPTER DUES ARE DUE

amount: \$18/year

due: January 1, 2003

pay to: EAA Chapter 515

*bring your dues to the Chapter
meeting or send them to:*

EAA Chapter 515 Treasurer
Ron O'Dea
3166 6th Place SW
Loveland, CO 80537

traffic using the ILS approach.

Dave wants all of us to feel comfortable communicating with him, and he has an "open door policy." He can be reached at 970/962-2852, or at gordod@ci.loveland.co.us His supervisor is Frank Bruno, representing the City of Fort Collins. Frank discusses proposals and requests with the City of Loveland. Dave said that both cities realize that the airport has been undervalued in the past, and they are generally unified in their desire to improve it. If we have an issue, we can communicate our concerns to Dave or Frank, or to either of the cities. We can have maximum impact

by writing a letter on a subject, signed by as many members as are in agreement.

Once again, our thanks to Dave for taking time out to spend an evening with us. We hope that we will have a long and mutually beneficial association.