



FNL Remote Tower Update

by James Hays, CPA Member, FNL Pilots Association, President

It's hard to believe that roughly 18 months ago, the Northern Colorado Airport installed the first of the camera masts, which would become the eyes for Colorado's Remote Tower project. Tucked away in a remodeled modular building sits a plethora of technology bringing what was once an extension to the FNL Terminal and later the headquarters for a DEN shuttle service, a state-of-the-art Air Traffic Control Facility. When completed and certified, the FNL Remote Tower will be a blueprint for creating a cost-effective Air Traffic Control Services to busy airports across the country, saving millions of dollars in infrastructure expenses.

To provide a more seamless transition, it is important to note a few changes to the airport that won't immediately be available on charts. During the testing phases, it's vitally important to check NOTAMs. Until the Remote Tower is certified, FNL will operate as a Towered Class E airport by NOTAM, which means any changes in ATC status will be noted there. Fortunately, there will be little if any operational differences between FNL's Towered Class E airspace and an airport under typical Class D airspace and once the testing phases begin, the tower is expected to remain open. There are some important pieces of information that you'll want to be aware of, however.

Hours of Operation: 0800 - 1800

New Airport Frequencies

Tower: 118.400 (Will revert to CTAF when the tower is not in operation)

Ground: 121.650

ATIS/AWOS: 135.075

UNICOM: 122.950 (jetCenter FBO)

** Current CTAF, 122.700 will be eliminated

ATC FREQUENCIES

GROUND 121.650

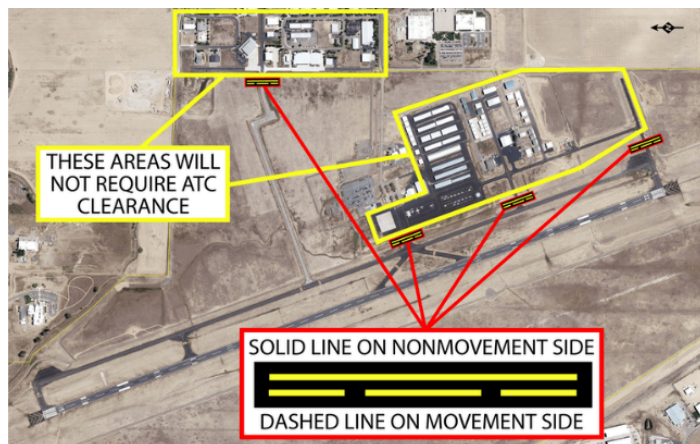
TOWER/CTAF 118.400

HOURS OF OPERATION

0800-1800



It is expected that the hours of operation will be between 0800 - 1800, every day, starting March 16, 2020. During the initial Testing Phase (Phase 1), ATC will operate out of the Mobile Air Traffic Control Tower (MATCT) located near the Remote Terminal and North of the main ramp while system testing is performed in the Remote Tower. During Phase 2 (estimated to begin in early 2021), the operations will swap, and the Remote Tower will control traffic while the Mobile tower remains online as a monitor. Both the Remote Tower and the Mobile Tower are designed to interoperate if one needs to take primary control over the other, so there should never be a lapse in ATC coverage after the March 16th start date.



On October 17th, 2019, Movement area markings were painted along Taxiways Charlie, Bravo and Alpha 1 along the main 33/15 runway and east of runway 24. Taxiway Delta, however, will not require Ground clearance until reaching Alpha 1, just before the run-up area. Ground Control would like to hear from pilots as you are about to move when in sight of the mobile tower to avoid taxiway conflicts.

An area of confusion could be how Runway 6/24 is handled. When taxiing on taxiway Alpha, a clearance will be required to cross runway 6. However, runway 6/24 will primarily be considered a taxiway serving the east hangar community and flight school.

The controlled airspace will include a 4-mile radius around the airport with a Class E surface area. When approaching the airport, Air Traffic Control is requesting a first call at a distance of 8 miles in order to sequence the varying aircraft types properly. Due to the lack of Radar access during Phase 1 testing, the Mobile Tower will not be able to see area traffic until closer to the controlled airspace requiring vigilant see and avoid techniques as we do today. To standardize and create better traffic flow, VFR reporting points will be established. These reporting points will most likely include the Budweiser facility North along I-25, the Town of Severance on the Northeast side. The South reporting point will be roughly halfway between Loveland and Berthoud, where highway 287 makes the bend





South. While in Phase 1, the controllers will not have radar access, so accurate position reports including distance from the airport will significantly assist their ability to separate traffic. These are all subject to change as ATC learns and adjusts to area traffic flows.

For IFR traffic, Clearance Delivery will be provided with ground control as is typical at Class D airports, and local air traffic control will be responsible for IFR separation. Through a letter of agreement with TRACON, however, the ILS 33 will no longer be available when southerly (favoring runway 15) winds are present unless traffic permits. This will eliminate the head-on arrival and departures that we often see with ILS practice approaches and normal airport operations.

If you have any questions, please email them to info@FNLPILOTS.org.

Additional information regarding the Remote Tower Project can be found at <https://www.flynoco.com/about/remote-tower/>, including the current testing schedules.



FAA Expands Weather Camera Program to Colorado - *shared from* www.faa.gov



The FAA is expanding its highly successful weather camera safety program to Colorado.

The FAA has entered into a cost-reimbursement agreement with the State of Colorado Division of Aeronautics to install weather cameras on 13 Automated Weather Observing Systems (AWOS) in mountainous areas, beginning in the spring of 2020.

These cameras will build on the success of a [20-year-old program in Alaska](#) that has improved safety by providing near-real-time video to pilots from a network of more than 230 cameras across the state. In 1999, the FAA determined that pilots operating under Visual Flight Rules would benefit from actual views of the current weather conditions where they were destined and the FAA Weather Camera Program was born.

The 13 Colorado cameras will be the first to be integrated into the FAA Weather Camera Program outside of Alaska. In addition to the accurate weather information they receive from AWOS, pilots planning to fly above the Colorado Rockies will soon have the ability to see real-time weather conditions along their routes before they depart their airports.



Brophy's Broadcast

by Marty Brophy, CPA President



Some time ago, going into a Sunday evening event with lots of Colorado Pilot Association friends attending, I saw my CPA friend Bob Venohr going in with his wife Karen. As pilots do when meeting friends not seen for a while, I asked him if he'd been flying much. He put on a sad look and said, “Not since this morning”. Amusing for sure, but it also reminded me of why we all pursue our dreams of flight. We have a passion for “dancing the skies on laughter-silvered wings” (as John Magee, Jr, said in his sonnet “High Flight”).

I was reminded of all this last week while visiting family in northwest Florida. My 3-year old grandson David is totally smitten with airplanes and helicopters and delights in telling us all about his recent trips in a helicopter (fact being a distant second to imagination in a 3-year-old brain). I believe part of our mission as the CPA is to foster and encourage that passion in people of all ages. To some extent, being a pilot is “such stuff as dreams are made on” (from the closing of Shakespeare’s “The Tempest”) to those passionate people. That is why I am working with our team to revitalize our scholarship program. You will be hearing more about that in the months ahead and I hope we can all support it.

And as long as I am waxing poetic, Langston Hughes wrote “What happens to a dream deferred? Does it dry up like a raisin in the sun?” There are lots of people out there who had this dream of flight but could not pursue it for any one of a lot of reasons. If you know folks like that, encourage them to go ahead and do it. I did not start flying until after age 60 and it is now a big part of my life. Go fly!

An interesting CPA event this last month was a tour of the new “remote tower” at KFNL, my home airport. We had 37 members and guests drive or fly up north to see and learn about this fascinating concept turned reality and to be launched in mid-March. Read more about this the project by our CPA KFNL Airport Representative, James Hays.

Alas, we have not seen much interest in having a registry of CPA CFI’s, so we will shelve that idea for now. I guess they are all super busy with training all the new pilots getting started, if so, that is a good thing! It seemed like a good idea at the time we started it, but the people have spoken and we have heard!

The board of directors continue trying to find ways to add value to your membership. Please e-mail me at president@coloradopilots.org with any suggestions you have for that. Meanwhile, keep your feet off the ground and your head and airplane out of the clouds!



Mission to Reconstitute the CPA Area Representative Program

Bart Jones, Committee Chairperson

Decades ago, the Area Rep Program got off to a promising start, but the program proved to be labor intensive and burned people out. Consequently, the program has languished in recent years to the point that it hardly functions anymore. We are trying again but with more hands to carry the load.

For those of us who have forgotten what the program was intended to accomplish let me paraphrase from the official description:

An Area Rep provides communication of local events taking place at the region's airports that we might not otherwise have insight into. By providing this communication we can disseminate the information out to CPA members. Events can include fly-ins, items of interest and need for a particular function at an airport.

I think you will agree that this is a vital function for disseminating state-wide information to our members and keep the truth into the notion that CPA is a state-wide organization.

The Plan: The plan is to divide the state into 6 regions with one committee person responsible for each region. That person would be tasked to : (1) establish and maintain contact with the Area Reps that still exist in their region, (2) find new representatives as needed, (3) solicit or generate information on their region's airports for inclusion in the FlightLines, (4) be an easy pathway for their area airports to advertise themselves and their activities to our membership.

With the creation of the 6 regions we simultaneously created confusion between the titles “Area Rep” and “Airport Rep”. As a practical matter, Area Reps actually function as an Airport Rep for the airport at which they are based. Consequently, the two terms are seemed synonymous and caused confusion. With the creation of Regional Reps the title “Area Rep” becomes redundant and obsolete and will not longer be used except in the title of this Committee.

The regions: We divided the state into 6 regions using the Colorado Aeronautical Chart as published by CDOT, Division of Aeronautics. First, we folded the map in half, so the state was equally divided east and west. Then we lined off horizontally three equal sections each running the length of the state. That gave us six equal regions, three on the East and three on the West. These regions we numbered 1, 2 and 3 (North to South) on the East and 4, 5 and 6 (North to South) on the West.

The team: The committee members who have volunteered to serve in this effort are:

Bart Jones:	jmarykathr@aol.com, (H) 719-488-0653, Chairperson
Bill Totten:	wetotten@msn.com, (H) 303-364-5238, airport master planning.
Region 1:	Kevin Condroski, kevin@condroski.com, (C) 303-466-4801
Region 2:	Rich Barclay, ffrichdana@msn.com, (H) 303-648-3667
Region 3:	Bill Linenberger, lenlyallparts@juno.com, (C) 303-918-6452
Region 4:	Philippe Camus, p.camus@comcast.net, (C) 720-840-8987
Region 5:	Bill Marvel, rv8tor@msn.com, (C) 310-293-2013
Region 6:	Craig Rathbun, craig@marshallreco.com, (C) 970-948-7060

Our next step is to re-establish contact and dialog with the existing Area Reps and get some information flowing into our newsletter. If you would like to be an Area Rep don't be shy, reach out to your regional representative.



Pancake Breakfast Fly-In/Drive-In

**First Saturday of every month
8:00 am - 11:00 am**

Exploration of Flight, 13005 Wings Way Englewood, CO 80112

Join Wings Over the Rockies for monthly fly-ins featuring pancakes, planes and pilots! Pilots in command – fly in to receive free breakfast (passengers not included)!

Admission Pricing: Adults – \$10.00 Seniors & Military – \$8.00 Youth (4-16) – \$4.00 Wings Members – Free Pancake Breakfast Pricing: Suggested donation Contact Keith Palmer for tie-down space. KPalmer@WingsMuseum.org, 303.360.5360 ext 165. Pancakes will be served from 8:00 AM-11:00 AM.

Regular gallery admission will follow from 11:00 AM-5:00 PM.



**Volunteer
Opportunity
Let's Fly Now!**

May 9th, 9 a.m. - 12 p.m.

**Colorado Air and Space Port at Front Range
CFO (formerly FTG)**

Let's Fly Now is an opportunity for 99s and other volunteer pilots to share their passion for aviation and inspire a new generation to: EXPLORE the wonders of aviation; DISCOVER the magic of flight; and IMAGINE the possibilities for their future.

We are looking for additional volunteer pilots.

Sign up contact: Lydia Baldwin at LydiaHBaldwin@gmail.com

Deadline for pilots to sign up: April 1



Ask the CFI

By Rich Barclay, COMM, CFI, CFII, MEI, AGI, IGI, A&P, CSIP



This is a new feature of Flight Lines to help CPA members with any questions they have about flying, regulations, airplane systems, etc. Send your questions or comments to newsletter@coloradopilots.org.

Thanks to Scott Snider for this correction to a question last month about power plant TFRs.

QUESTION: Are there still TFRs around nuclear power plants?

The FDC is the published information and Flight Service will be happy to read it to you. In two separate conversations with Flight Service they stated it would be much safer to stay 3 miles and 3000 ft. You are the PIC, be careful.

Send your questions or comments to newsletter@coloradopilots.org.

Questions can be to a CFI, to ATC, anything.

We will strive to get you an answer.

It is Fly-in Season!

Check out the line-up online at

www.coloradopilots.org



Early season registration forms also available in this edition of Flight Lines!



Colorado Pilots Association 2020 Fly-in

Saratoga, WY Registration Form



Online registration begins March 14th

Lunch at the Saratoga Hot Springs Resort

First Name	Last Name		
Are you a CPA Member?	Yes	No	
Address:			
Cell Phone:			
Email:			
Emergency Contact and phone:			
Aircraft type and N#:			
Do you have a seat to share on your plane?	Yes	No	
Are you in need of an airplane ride?	Yes	No	
Do you have any guests joining you?	Yes	No	
If so, how many?			
Please provide their names:			
Which event are you registering for?	Saratoga, WY, April 25		

There are not fees associated with this one-day event, however we ask you to register so we know you're coming. Complete and mail this form to: Bob Kinney, 8401 I-76 Service Road, Henderson, CO 80640.

NOTE: *If you registered online, you DO NOT need to provide this form.*



*Bob
Stewart
303-906-6510
hillsidecountryhomes@yahoo.com*



*The
Trinity*

*NO
Vacancy*

*CARLSBAD
CAVERNS*



*Fiddlers
Inn*

*NO
Vacancy*



*Post Time Inn
10 Rooms Available*

*MAY
1ST - 3RD*

*NEW
MEXICO
FLY-IN*





Colorado Pilots Association 2020 Fly-in

Carlsbad, NM Registration Form

Online registration begins March 20th



First Name		Last Name	
Are you a CPA Member?		Yes	No
Address:			
Cell Phone:			
Email:			
Emergency Contact and phone:			
Aircraft type and N#:			
Do you have a seat to share on your plane?		Yes	No
Are you in need of an airplane ride?		Yes	No
Do you have any guests joining you?		Yes	No
If so, how many?			
Please provide their names:			
Which event are you registering for?		Carlsbad, NM, May 1-3	

Please find the total from the event you are registering for online and send in the total payment to: Bob Stewart, 60370 East 104th Ave, Strasburg, CO 80136-8715.

NOTE: If you registered and paid online, you DO NOT need to provide this form.



White Sands Missile Range - Fly-in May 15-17, 2020



Established in 1945, White Sands Missile Range is America's largest overland military test range. The world entered the Atomic Age when the first atomic bomb was tested. In 1949, the world entered the Space Age from White Sands Missile Range, when Bumper, a two-stage rocket roared beyond the earth's atmosphere. Since 1945 the missile range has conducted more than 42,000 missile and rocket firings.

We will visit White Sands National Monument and enjoy all those rolling hills of sand. A trip to the New Mexico Museum of Space History will add to the weekend adventures. Plus happy hours, lunches, dinners and of course ICE CREAM.





Colorado Pilots Association 2020 Fly-in

White Sands, NM Registration Form

Online registration begins March 14th



First Name		Last Name	
Are you a CPA Member?		Yes	No
Address:			
Cell Phone:			
Email:			
Emergency Contact and phone:			
Aircraft type and N#:			
Do you have a seat to share on your plane?		Yes	No
Are you in need of an airplane ride?		Yes	No
Do you have any guests joining you?		Yes	No
If so, how many?			
Please provide their names:			
Which event are you registering for?		White Sands, NM, May 15-17	

Please find the total from the event you are registering for online and send in the total payment to: Rich Barclay, 24795 Kolstad Loop, Elbert, CO 80106-9512.

NOTE: If you registered and paid online, you DO NOT need to provide this form.



Colorado's Lindbergh Connections

by Penny Rafferty Hamilton, Ph.D. CPA member & author of America's Amazing Airports book

In 1902, four inches of snow fell from the sky on February 4th when Charles Augustus Lindbergh, Jr, was born in Detroit, MI. Who knew then that just 25 years later he would literally change the world in the now world famous Spirit of St. Louis?

Did you know Colorado played a large role in Lindbergh's history? According to PBS Experience on-line experiences, Lindbergh honed his aviation skills barnstorming. Barnstormers would fly over Colorado and drop leaflets down upon the locals announcing when the next air exhibition would take place. Daredevil stunts were promised, as were five-dollar plane rides which is like \$65 today. "Slim" Lindbergh AKA Charles was hired



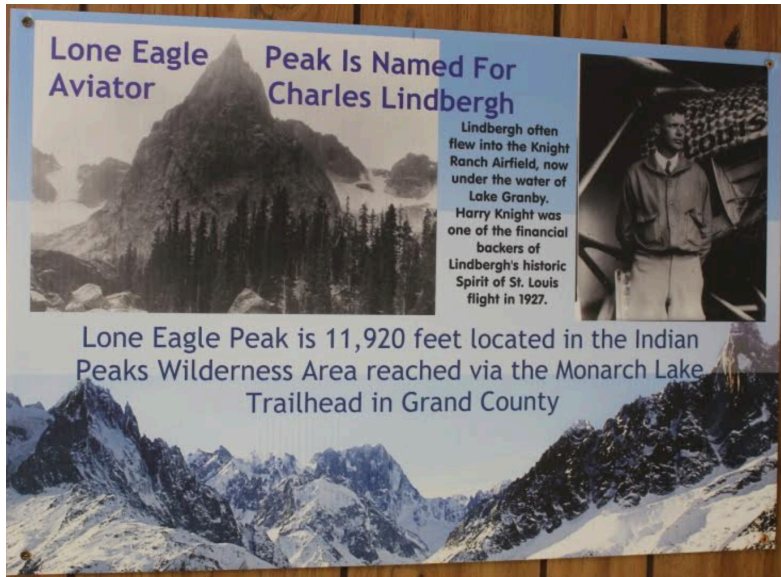
by Erol Bahl as an assistant. As a promotional stunt, Lindbergh volunteered to wing walk and wave to the crowds below.

Lindbergh soon determined that in addition to wing-walking, he wanted to learn the then novel practice of parachute jumping. For years, he had been tormented by nightmares of falling from a great height. Parachuting, he was certain, would allow him to face down that fear. For instruction, he went to Charles Hardin, who, along with his wife Kathryn, designed and demonstrated parachutes. On his very first attempt, Lindbergh barely, but successfully, pulled off a "double-jump." This stunt involved wearing two parachutes, attached to each other. After the first chute opened it was cut off, allowing the jumper to free-fall. Then, the second chute would burst open just before the jumper slammed into the ground. The crowds loved it. Hardins taught Lindbergh all the finer points of parachuting, including how to land in almost any condition and avoid injury. It was a skill that would serve Lindbergh well throughout his life as an aviator.

Lindbergh's reputation on the barnstorming circuit grew when he teamed up with Harold J. "Shorty" Lynch in the summer of 1922. During a four-month tour of Colorado, Wyoming, Kansas, and Montana, Lindbergh did a little of everything: parachute jumping, wing-walking, and mechanics.



Leaflets rained down on small towns announcing that now "Daredevil Lindbergh" was going to be in the area. Colorado crowds were entranced as Lindbergh stood on a plane's wings as it did a loop-to-loop, or hung from its underside, seemingly, by his teeth alone. As the months wore on, however, Lindbergh decided he wanted to be the one flying the plane, not just performing the stunts. In April 1923, he purchased his first plane: a World War I surplus Curtiss JN-4D, or "Jenny." The fact that he had never flown a Jenny before, or soloed in any plane, for that matter, didn't dent his confidence.



We could say the rest of the story is aviation history but there is more to Lindbergh's Colorado connection. Fast forward a few years and Charles Lindbergh is flying air mail and instructing at Lambert St. Louis Flying Field. Two of his aviation students, Harry F. Knight and his son, Harry H, joined Lindbergh, Major Albert Bond Lambert, Harold M. Bixby, and Albert Bond Lambert fully financed the Spirit of Flight by

February 1927 for the May 20-21 attempt for the prestigious Orteig prize for the first non-stop, solo flight between NY and Paris.

Just a few years later, Charles Lindbergh was enjoying the new airfield built in Granby, Colorado by the St. Louis Knight Family as a special retreat. According to the 1933 Granby section of the local telephone, "Five miles east and six miles north of Granby is an excellent aviation field. This is situated on the Knight ranch, the owner of which financed and was largely responsible for the epochal flight of his friend, Charles Lindberg (sic) from America to Paris."

The historic Knight Ranch airfield story is on display in the award-winning Emily Warner Field Aviation Museum on the Granby/Grand County Airport-KGNB. www.GrandCountyHistory.org

Grand County's Lone Eagle Peak in the Indian Peaks Wilderness honors Charles Lindbergh, who was called the "Lone Eagle" after his historic 1927 flight.



If you have a flying story to share with the Colorado Pilots community, please forward it to:

newsletter@coloradopilots.org

Other important email addresses:

Marty Brophy, President: president@coloradopilots.org

Bart Jones, Vice President: vp@coloradopilots.org

Laurie Garrett, Recorder: recorder@coloradopilots.org

Cindy Jewell, Treasurer: treasurer@coloradopilots.org



Website Questions: webmaster@coloradopilots.org

Fly-in Questions: flyins@coloradopilots.org

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Colorado Pilots Association

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