

NEW HORIZONS

Brought to you by your Kentucky Department of Aviation

January 2012 Issue 35

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Welcome Dave Gauss!

Please help us provide a warm welcome Dave Gauss as the new Manager of Capital City Airport! Dave and his wife, Diane, have has been residents of Shelby County, KY since 1990.

Growing up with both a Grandfather and father as pilots, it seemed destined to be when Dave himself became a pilot roughly 25 years ago. He now hold an instrument rating and can often be seen with his Cessna 140 which as been based here at Capital City Airport since 2000.

Dave has a degree in Industrial Technology Education, was the owner and president of an international manufacturing and marketing company for 22 years and has worked at Capital City Airport for Flight Fix'ns as an aircraft mechanic for the last couple of years.

U.S. Federal Aviation Administration selects Saab Sensis for Airport Surface Surveillance Capability Program

Saab Sensis Corporation, a U.S. subsidiary of the defense and security company Saab, has been selected by the U.S. Federal Aviation Administration (FAA) for the Airport Surface Surveillance Capability (ASSC) program. FAA has incrementally funded MUSD 5 (MSEK 34) of the MUSD 54 (MSEK 370) five year contract. In addition, options for deliveries beyond the five year period are valued at MUSD 65 (MSEK 442), for a total contract value of MUSD 119 (MSEK 825).

ASSC is a program that will bring enhanced surface situational awareness and advanced warning of potential runway incursions to nine U.S. airports for increased safety and efficiency, including options for additional sites. Each ASSC deployment will incorporate Saab Sensis multilateration, safety logic conflict detection and alerting software, air traffic controller working positions, and recording/playback functionality. ASSC will process Automatic Dependent Surveillance – Broadcast (ADS-B) data along with other sensor sources for a single, fused view of the airport runways and taxiways. In addition, the flexible nature of the ASSC system architecture enables future airport surface safety enhancements, such as Runway Status Lights (RWSL), and airport surface movement data distribution to other approved systems and users.

The FAA has indicated the following airports to receive ASSC: Ted Stevens Anchorage International Airport (Alaska), Andrews Air Force Base (Maryland), Cincinnati/Northern Kentucky International Airport (Kentucky), Cleveland Hopkins Airport (Ohio), Kansas City International Airport (Missouri), Louis Armstrong New Orleans International Airport (Louisiana), Pittsburgh International Airport (Pennsylvania), Portland International Airport (Oregon), and San Francisco International Airport (California).

“Through ASSC, Saab Sensis will draw on its successful ASDE-X program and strong working relationship with the FAA to improve the surface safety at nine more U.S. airports. The system uses technologies already certified for use in the National Airspace System for an efficient, cost-effective solution,” said Ken Kaminski, vice president and general manager of Saab Sensis. “This program further strengthens Saab Sensis’ position as the world leader in Advanced Surface Movement Guidance and Control Systems and surface conflict detection and alerting with more than 50 sites worldwide.”

Saab Sensis has deployed Airport Surface Detection Equipment, Model X (ASDE-X), the FAA’s primary runway situational awareness system, to 35 major U.S. airports and is the prime contractor for the RWSL program with 23 airports under contract. The company is also participating in the FAA’s Low Cost Ground Surveillance program. Internationally, the company is deploying or has deployed Advanced Surface Movement Guidance and Control Systems to nine airports and surface multilateration at 18 additional airports.

Saab Sensis Corporation provides the defense and aviation markets with advanced sensor technologies, next-generation radars, automation, modeling and simulation solutions. The company serves military, civil aviation, airport and airline customers in more than 35 countries across six continents.

Saab serves the global market with world-leading products, services and solutions ranging from military defense to civil security. Saab has operations and employees on all continents and constantly develops, adopts and improves new technology to meet customers’ changing needs.

Reprint from <http://www.aero-news.net/>

Tips On Winter Flying **by Bryan Neville** **Reprinted with permission from FAA Aviation News**

Winter flying poses unique challenges for the general aviation pilot. Here are a few ideas to consider for a safe flight.

PREFLIGHT PLANNING

Careful consideration must be given to several areas before "Old Man Winter" actually arrives. Installation of winter baffles, removal of wheel pants, grade of oil, condition of hoses, clamps, fittings and seals, condition of batteries, and tension of control cables are all items to review before the cold temperatures of winter cause difficulties. The route of flight itself may prove to be the most important consideration. Do you plan to fly through a valley or over mountains? Can you follow a well-traveled road or will you chance flying across wilderness territory? The difference may only be minutes, but may prove life saving if you have to make an off-airport landing.

PREFLIGHT INSPECTION

If you have or can use a heated hangar, your preflight will not be much different than in the summer months. If your airplane is out in the cold, you may have a tendency to rush your preflight. DON'T! If you park a warm airplane outside with less than full tanks, condensation of water may occur. Be sure to carefully sump each tank. Preheat is a good idea not only for the engine, but also for the cockpit. If you use a heater be watchful for the danger of fire; have a fire extinguisher handy. Don't tune your radios before they have had a chance to warm up. Cold temperatures have been known to cause instruments, buttons, and knobs to stick or break. Be sure to remove all snow, frost, and ice. If you cannot blow it off yourself, don't count on the takeoff roll to do it for you. If the aircraft surface is warm and you let it sit in falling snow, the snow may melt and refreeze and then this ice is covered with new-fallen snow. Always check. During engine starting, there is a tendency to over-prime which results in washed-down cylinder walls. This can also result in fires under the engine cowling. This is not a pleasant way to start a skiing vacation. Read and follow the manufacturer's suggestions for cold weather starting. It's always a good idea to ask pilots who live and fly in the cold climate for ideas. After the engine starts, the use of carburetor heat may assist in proper fuel vaporization until the engine develops sufficient heat.

TAXI AND TAKEOFF

The need for braking and/or sharp turns while taxiing should be minimized. Taxi speeds should be slow enough to allow for every contingency. Skiing into a ditch is not only embarrassing but can also bend metal. Cold weather can cause "below sea level" density altitudes. You should be aware of engine power, particularly with turbo or supercharged engines. Don't over-boost. During climb-out, be aware of cylinder head temperatures. Because of winter baffling, you may need to climb at a faster airspeed.

EN ROUTE

Winter weather is very changeable. Always obtain a weather briefing and always file a flight plan. You should keep your radios on and listen on a commonly used frequency for your area. Flight Watch on 122.0 is always a good one. Flight following with center is also a good idea. Carburetor ice generally forms in temperatures between 32 and 80 degrees F, if humidity is 50% or more. If visible moisture is present, ice will form at temperatures between 15 and 32 degrees F. Winter flying also involves the use of cabin heaters; be watchful for the signs of carbon monoxide poisoning. And last, but not least, do not continue VFR flight into adverse weather conditions. The aviation statistics are full of pilots who thought they could. Don't become a statistic.

DESCENT

During descent be watchful for signs of carburetor ice. It is better to carry a little power during the descent. You may need to use flaps and/or gear to keep speeds reasonable. Be careful you don't descend into low visibility conditions, such as fog or low clouds.

LANDING

Landing at a busy airport is generally safer because the landing conditions can be passed from pilot-to-pilot. Again, be aware that braking may be minimal or non-existent.

POSTFLIGHT

Some items to consider are: top off the tanks to forestall water condensation and install engine and pitot covers, wing covers (if you have them), and control locks.

SURVIVAL

Always file a flight plan and keep it updated. Don't file a round robin flight plan; it covers too much territory. Experts say that survival is 80% mental, 10% equipment, and 10% skills. Plan ahead. File a flight plan. Expect to be found. Stay dry, don't eat snow, and stay warm. Carry a blanket, a sleeping bag, a first aid kit, matches and a copy of your filed flight plan. Do all this and you'll have an excellent chance of greeting your rescuers with a smile.

AOPA Seminars



Wanted: Alive!

The general aviation accident rate is not dropping, and pilots continue to find themselves in the same accident-causing scenarios that have been plaguing us for years. Be part of the safety conversation as the Air Safety Institute digs a little deeper into what's causing pilots to crash. Join us as we discuss the top pilot-related accident categories, *why* they are what they are, and how you can avoid falling into them!

Monday, April 9th, 2012

Madisonville Municipal Airport

162 Airport Road

Madisonville, KY 42431

Airport Office: (270) 821-3453

Contact Person:

Rick Bivins (Airport Manager)

Or Graeme Lang (Kentucky Department of Aviation)

Mobile: 502-229-0592

Tuesday, April 10th, 2012

Morehead-Rowan County Airport

1000 Kissick Road

Morehead, KY 40351

Airport Phone: (606) 780-0085

Airport Manager: (217) 827-3499

Contact Person:

Tracey Potter (Airport Manager)

Or Graeme Lang (Kentucky Department of Aviation)

Mobile: 502-229-0592

CYNTHIANA-HARRISON COUNTY AIRPORT LANDS FLIGHT SCHOOL

By Ben Hyatt

Thursday, December 8, 2011 at 9:45 am



For those who spend their lives looking up in the air searching for planes flying over, now is the chance to switch roles and become the one who is being searched for in the sky.

During the November meeting of the Cynthiana-Harrison County Airport, an announcement was made introducing a new flight school under the instruction of instructor CJ Land.

Land, a former Chief Flight instructor at Eastern Kentucky University, is now offering flight lessons at the Cynthiana-Harrison County Airport in

a multi-stage project to start flight schools in numerous states.

“I grew up in far Northwestern South Carolina, in a town of 14,000. I wasn’t able to afford to fly growing up, so I enlisted in the Marines at 18,” said Land. “I didn’t set foot in an airplane until I was 18 years old, but I spent my entire childhood looking up.”

After flying eight years for the Marines, Land began flying cargo planes 18,000 feet in the air over the Rockies at night since he still lacked the number of hours required for an airline job.

“My very last leg of the very last day of my job, the left engine of my freighter came apart over the high desert outside Albuquerque, N.M.,” said Land. “I landed at Moriarty, N.M., streaming smoke, a small fire and missing pieces of a cowling. The comments from the driver of the package company was... ‘You’re late.’”

After leaving the moonlight cargo flights over the dangerous mountain tops, Land started flying business jets and has made the trip over the “big pond” 50 times.

“The wonders of this world never cease to amaze me. I never grow tired of looking out the window,” said Land. “I’ve seen whales from the air, icebergs; volcanoes emerging from the ocean, volcanoes on land, floods, fires, meteors, and even watched the space shuttle re-enter from high above Texas once.”

Land now looks to make those scenes that have continued to amaze him become regular sighting of those who wish to have life experiences in the air.

Under the Federal Aviation Administration, Land has named Cynthiana the primary flight school location for the project, which will have follow-up locations started in Florida and Virginia.

Land will be offering flight instructions to anyone interested in earning certification in many areas of aviation including pilots’ licences in sport, single and multi engine airplanes.

Land will also offer ground school training in nearly all areas of aviation.

“I have worked very hard to make Cynthiana the home base for this flight school project,” said Land. “I hope that anyone interested in aviation will at least come by and see what we have to offer.”

With Land comes a new plane to the fleet, a Sierra P2002, which will serve as the plane used for teaching the light sport pilot.

“This is a great opportunity for the Cynthiana-Harrison County Airport,” said airport board chairman Bobby Craft. “There will never be a better opportunity to learn how to fly at such a low cost with a terrific instructor than this.”

Pilot licence training starts as low as \$2,995 for light sport pilot.

“We are not looking to get rich here,” said Land. “There is a shortage of pilots in the world and we want to make it possible for as many future pilots who want the chance to fulfill their dreams.”

For more information about the new flight school offered at the Cynthiana-Harrison County Airport, contact the airport at 234-8477 or visit www.flexairaviation.com. Also check-out the Cynthiana-Harrison County Airport’s website at www.ky0i8.webs.com. for new things and events coming-up at the airport.

FLIGHT INSTRUCTOR REFRESHER CLINIC

More than 90 locations
2-day seminar format
\$235 pre-registration fee (\$250 at the door)

Please note that attendees registering at the door will be mailed a FIRC kit after the course if supplies are not sufficient that day.

LOUISVILLE, KY - February 11 - 12 , 2012
CROWNE PLAZA LOUISVILLE AIRPORT, 830 PHILLIPS LANE, LOUISVILLE, KY 40209
Instructor: MARK GRADY

Class Schedule:

Saturday 7:30 a.m. - 5 p.m.

Sunday 7 a.m. - 4:45 p.m.

FEBRUARY 11, 2012

7:30-8:00am Registration
8:00-9:30am Welcome, Certification and Application
9:30-11:00am Basic Flight Instruction
11:00-11:10am Break
11:10am-12:00pm Teaching Airspace
12:00-1:10pm Lunch
1:10-2:00pm Special Topic -
2:00-2:10pm Break
2:10-3:00pm Teaching Pilot Decision Making
3:00-3:10pm Break
3:10-4:40pm Instructor Professionalism and Fundamentals of Instruction
4:40-4:50pm Testing Period
4:50-5:00pm Questions

FEBRUARY 12, 2012

7:00-8:30am Regulations, Publications and Practical Test Standards
8:30-8:40am Break
8:40-9:30am Teaching Safe Pilot Performance
9:30-9:40am Break
9:40-11:10am Collision Avoidance and CFIT
11:10-11:20am Break
11:20am-12:10pm Recurrency/Transition Training
12:10-1:20pm Lunch
1:20-2:10pm Teaching Weather to Pilots
2:10-2:20pm Break
2:20-3:50pm Training for Airport Operations
3:50-4:00pm Break
4:00-4:15pm Testing Period
4:15-4:45pm Course Review

If you have any questions regarding FIRC registration,
please call 1-800-638-3101.

OBAMA ADMIN V AVIATION – THE FIGHT'S ON

Just How Far Will This Gov't Go To Hurt The Aviation Industry?

A wise man told me that before you got into a fight, a real fight, that you had to be utterly certain that your opponent wished you no good... and it seems that there is little one can say in opposition to the idea that the current administration is the most anti-aviation we've ever encountered.

In short, this administration means to do aviation 'no good.'

On Friday the 13th (the irony of which is not lost on us), an Obama Administration flunkie, (Dana Hyde, Associate Director for General Government Programs, Office of Management and Budget), responded to the thousands of person who used the White House petition site to protest the concept of aviation user fees and it's now pretty clear that the President is looking at the aviation business as one more group that's obviously not paying its fair share... even if paying that so-called fair share will put the final nail in the coffin on an embattled industry.

ANN has been told that its been a bit hysterical in stating that aviation is facing tough times and even tougher foes... but if this isn't proof of the battles and hazards ahead, we simply don't know what is. We'll have more input shortly... but for the moment, please read (below) the Obama Administration's published position on aviation user fees.

Why We Need Aviation User Fees

Thank you for signing the petition "Take Aviation User Fees Off the Table." We appreciate your participation in the We the People platform on WhiteHouse.gov and your concerns about user fees in a challenging economy.

In a challenging budget environment, the Obama Administration believes it's essential that those who benefit from our world-class aviation system help pay for its ongoing operation. And we want to ensure that everyone is paying their fair share. For example, under current law, a large commercial aircraft flying from Los Angeles to San Francisco pays between twenty-one and thirty-three times the fuel taxes paid by a corporate jet flying the same route and using the same FAA air traffic services. This is why the Administration proposed to establish a new surcharge for air traffic services.

The proposed \$100 per flight fee would generate an estimated \$11 billion over 10 years, reducing the deficit and more equitably sharing the cost of air traffic services across the aviation user community. All piston aircraft, military aircraft, public aircraft, air ambulances, aircraft operating outside of controlled airspace, and Canada-to-Canada flights would be exempted.

We appreciate your petition's acknowledgment that there needs to be an increased user contribution to aviation system funding in the current fiscal climate, and we recognize that some would prefer to raise the tax rate on aviation fuel. At the same time, we have concluded that a \$100 per flight user fee is an equitable way for those who benefit to bear the cost of this essential service.

As we work to get our Nation back on a sustainable fiscal path, the Administration is making tough choices across the Federal budget and asking everyone to do their fair share. We recognize these shared sacrifices are not easy, but together with investments in our economic growth and job creation, they will make us stronger and more competitive for the future. We look forward to working collaboratively with the Congress and the aviation stakeholder community on this issue, and thank you again for your constructive input.

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