Plan a flight from KEIK to the practice area north of Union Res. Use the Jeffco (BJC) VOR to establish your course northbound along V81 on the 001° radial from the station. Tune the second VOR indicator to the Gill (GLL) VOR to identify the GLL 221° radial from the station. The practice area is located where these two radials intersect. After practicing maneuvers plan to land at KLMO before returning to KEIK.

Per FAR 91.103 Preflight action; obtain a weather briefing for the projected flight, determine the fuel requirements, runway lengths and take-off & landing distances for the airports of intended use, NOTAMs, as well as Weight & Balance calculations considering the projected load.

VOR Navigation. Set all communication and navigation equipment in preparation for the flight before departure. Tune (select 115.4 in Nav #1) and Identify the BJC VOR by listening for the morse code. If unable to receive the morse code on the ground, identify the station once airborne. Set the Omni Bearing Selector (OBS) to 001°.

Tune (select 114.2 in Nav #2.) Set the second Omni Bearing Selector (OBS) to 221°. Identify GLL once airborne

Take-off from KEIK and head north. Thereafter, intercept the 001°
radial from BJC (V81).

The Course Deviation Indicator needle swings left or right indicating the
direction to turn to intercept the selected course. When the needle is to
the left, turn left and when the needle is to the right, turn right, When
centered, the aircraft is on course. Each dot in the arc under the needle
represents a 2° deviation from the desired course. When selecting an
intercept angle, the key factor is the relationship between distance from
the station, degrees from the course and groundspeed. Angle of intercept
must be greater than the degrees from course, but should not exceed 90°

Once established on course proceed northbound keeping the needle
centered. Identify GLL VOR. Where BJC 001° radial (V81) intersects
the GLL 221° radial (V220) from the station, both the Course Deviation
Indicator needles on Nav #1 and Nav #2 should be centered signifying
that you have reached the practice area.

Upon reaching the practice area, choose an altitude (1500' AGL or
higher) airspeed (V_A or below), airspace (Class E or G), area(non-
congested) appropriate for high altitude maneuvers to include:

❑ Slow Flight

❑ Power-off/Approach to landing - Stall

❑ Power-on/Departure - Stall

❑ Steep Turns

Perform clearing turns before every maneuver and determine that the
area is clear!

Simulated Emergencies. Safeguard against "real" emergencies (apply carb
heat when reducing the throttle and increase the mixture in a decent).
Complete the appropriate checklist and flow. Always ensure that you are
compliant with FAR 91.119 Minimum safe altitudes.

❑ Simulated engine failure

Choose an altitude (600-1000 AGL), airspeed (V_A or below), airspace
(Class E or G) area (non-congested) appropriate for ground reference
maneuvers to include:

❑ Turns about a point

❑ S-turns

Perform clearing turns before every maneuver and determine that the
area is clear! Always have an emergency landing site within gliding
distance. Determine wind direction and choose a landmark to permit
entry from the downwind. Divide attention between aircraft control,
outside references and traffic avoidance

After practicing maneuvers plan to land at KLMO.

KLMO

Vance Brand
Longmont, CO

3.00 mi SW of city	N40 9.8633'	W105 9.8183'	Mag Var: 10W

Navaids:

Type:	ID:	Morse:	Frequency:	Radial:	Distance:
VOR/DME	BJC	_... .___ _._.	115.4	345	15 nm
VOT	DEN	_.. . _.	110.0	307	29 nm
VORTAC	DVV	_.. ..._ ..._	114.7	295	30 nm

Traffic Patterns:
No TPA reported. Assume 1,000 AGL.
Left: 11,29

Runways:

Name:	Dimensions:	Material:	Condition:	Treatment:
11/29	4799X75	concrete	good	no treatment

   Tree; 819' from end; 29' Right of center; 31' high; 19:1 clearance slope;
   Road; 388' from end; 0' Both-Sides of center; 8' high; 23:1 clearance slope;

Lighting:
Actvt MIRL Ry 11/29 and VASI Ry 11/29 - CTAF.

Charts: NACO: Cheyenne Sectional

Fees: Parking, Tiedown, Hangar

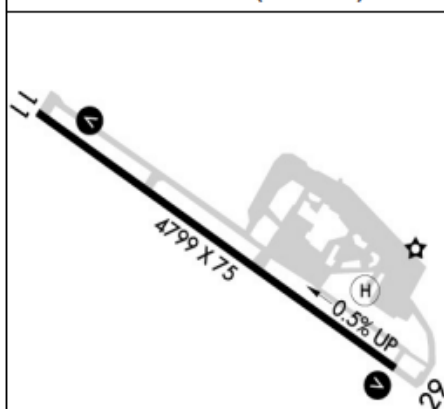**Fuel:** 100LL Low-Lead, Jet A, MOGAS

Phone: 303-651-8431

Weather: 303-684-7545 (AWOS-3)

Clearance Delivery Phone: 303-342-1916;

Communication Freqs:

126.1	Approach/Departure
120.0	WX
122.975	CTAF
122.975	UNICOM

Elevation: 5055 ft (1540.8 m)

4799 X 75

0.5% UP

11

29

Noise abatement procedures
https://www.longmontcolorado.gov/home/showdocument?id=86

ARRIVAL Runway
- Runway 29 is preferred when wind and weather permits
- Straight-in approaches are discouraged
- Minimize reverse thrust - use full runway
- Fly a tight, left, downwind pattern within ½ to ¾ mile from rwy
- Increase propeller RPM after final approach power setting has been set

PATTERN WORK
- On takeoff, reduce power and propeller RPM after reaching a safe altitude
- Climb at Best Rate (Vx) or Best Angle (Vy) or a combination thereof until at least 700 feet AGL
- Turn crosswind at 700 feet AGL or higher
- Fly a tight, left, downwind pattern within ½ to ¾ mile the rwy
- Increase propeller RPM after final approach power setting has been set
- Intersection takeoffs - limit intersection takeoffs to an absolute necessity
- Stop and Go landings are discouraged
- Avoid touch and go landings before 8 AM or after 8 PM

DEPARTURERS
- Runway 29 is preferred when wind and weather permits
- Intersection takeoffs are to be avoided
- On takeoff, reduce power and propeller RPM after reaching a safe altitude
- Climb at Best Rate (Vx) or Best Angle (Vy) or a combination thereof until at least 700 feet AGL, thereafter at Cruise Climb speed to departure altitude
- Turn crosswind at 700 feet AGL or above
- Increase power and propeller RPM when clear of noise sensitive areas or above 2000 feet AGL

COMMUNITY CONCERNS
Numerous complaints are received annually regarding flight operations that occur either over the city or to the west of the airport.
- Flying in continuous circles over the City or outlying residential areas
- Flying lower than 1000 ft over the city or outlying residential areas
- Performing aerobatic maneuvers over houses
- Continual touch and go operations after 8 PM
- Flying low over farm and ranch land where livestock animals are herded