

From: [Wayne Harrison](#)
To: [Gina Friedman](#)
Subject: FW: Flagler Executive Airport (FIN) - Aircraft security
Date: Thursday, January 9, 2020 1:14:34 PM

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From: [Wayne Harrison](#)
Sent: Monday, December 16, 2019 9:13 AM
To: [Daryl Hickman](#)
Subject: Flagler Executive Airport (FIN) - Aircraft security

TO. Chairman, Flagler Executive Airport, Airport Advisory Board (AAB)

FR. P Wayne Harrison

Subject : Flagler Executive Airport (FIN) – Aircraft Security

In an AAB meeting earlier this year, I advised the participants that there were a number of aircraft on the airport property that were not secured at night and posed a potential danger in the event of inclement weather.

Specific reference was made of a twin Cessna on the ramp and 2 single engine Cessna aircraft operated by Aero Moto.

During the discussion that followed, several points were made in support of a recommendation to the Airport Administration that the policy towards aircraft security be reviewed that included damage to unsecured aircraft, damage to secured aircraft by unsecured aircraft, damage to the fuel trucks parked adjacent to the unsecured aircraft at Aero Moto and the liability the County would ultimately share in the event of damage involving unsecured aircraft. Furthermore, best practice demands that all aircraft (under a certain weight) be secured while on the property overnight.

At about 4 AM on December 14th, I was awoken by the first of several tornado warnings due to a line of thunderstorms moving through Flagler and surrounding counties. The National Weather Service has since confirmed that an F-1 tornado touched down west of the airport and tore a 20 mile path through the county that ran just south of the airport.

I arrived at FIN at 8:00 AM on the 14th and photographed 4 aircraft that were unsecured – A twin

Cessna with the tie-down ropes under the aircraft, a visiting Vision Jet and 2 single engine aircraft at Aero Moto. I photographed the aircraft to ensure that there is factual evidence and will share them if required.

The airport's luck is in stark contrast to damage caused by an F-2 tornado that did \$50 Million damage to the Embry-Riddle fleet on Christmas Day in 2006 and the lessons learned from that experience is publicly available. Please consider for a moment the risk posed by the unsecured twin Cessna parked next to the Phoenix East fleet.

Since the AAB discussion months ago, I'm unaware of any action taken by the Airport Administration, as evidenced by the unsecured aircraft on the ramp, and propose that the Airport Director review or formulate a policy regarding aircraft security over a predetermined wind strength during the day and for all aircraft overnight. It is my hope that the policy will be formulated in advance of the January meeting and immediately implemented.

Regards,

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