



NEWSLETTER



**Jim Gandee -
President FAPA**

A MESSAGE FROM JIM...

I realize that AirVenture is a distant July memory but I was so taken by the entirety of the annual pilgrimage and event I just had to write about the adventure. First of all, just the fact that we as free Americans can fire up our own airplanes and point

the nose in whatever direction we like without anyone's permission is not to be taken for granted. We can cross State lines at any time of the day or night and land at whatever airport we choose all without talking to anyone, of course the normal airspace and other radio rules notwithstanding. A pilot contingent from KFUL recently had the opportunity to visit and fly GA in China. They came home with a renewed appreciation for the freedoms we so often take for granted and enjoy here in the good ole USA. A giant kudos to all the service men and women who continue to maintain our way of life!

My wife and I loaded up our 1977 Cessna T210 with camping gear, food, ice chests and enough clothes to get us through about a week's worth of time. I had removed the back seat and one center seat which, by airplane standards, gave us a cavernous area to store all our stuff. That 210 is a hauler compared to many other singles and with a full fuel load of 90 gallons that sturdy bird can still carry over 900 pounds! Part of my trip planning was to make sure my wife Rene (pronounced

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Jim Gandee.....Pg 1*

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ReeKnee, short for Maureen) was going to be plenty comfortable. That meant I had better have some pretty delicious in-flight service along with adequate pillows and blankets. Since Rene is a retired Delta Flight Attendant she knows the difference between a bag of stale peanuts and quality eats thus I pulled out all the stops and made sure we had her favorite candies, chips, pistachios and of course diet Coke.

We opted for an early departure from KFUL, prior to the tower opening, thus coordination with SoCal Approach for a void time IFR clearance was necessary. With the advent of blue tooth audio panels, cell phones and headsets contacting SoCal after the run up was a no brainer and we launched into gray, overcast skies. The routing was the Anaheim1 Departure with the Hector transition then direct to Winslow, Az. Not much was happening at Winslow and no girl in a flat bed Ford slowed down to take a look at us so after refueling we headed east to Hutchinson, Ks. The winds were the cause of a less than

spectacular landing but we still had our teeth and the FBO folks were the best! That's one really cool and special treat about flying around this great country, you get to meet the nicest people!

Our day two goal was to get up to a little airport just west of Madison, Wi. to connect with Rene's nephew but after reviewing the weather over breakfast it was clear that we needed to delay our departure till around noon to let a line of thunderstorms clear out to the east. The plan worked out nicely except for two little issues which is why having your instrument rating is so darn valuable! About the halfway point a layer of clouds developed. This pesky layer was about 5,000 feet thick so rather than climb up to umpteen thousand feet we just droned on through it. During the flight I had been watching our destination weather via Nexrad. After the thunderstorms had passed VFR weather was forecasted for the remainder of the day. Well, you know what they say about forecasted weather, what you see is what you get, and sure enough we got overcast skies. I got to log some more actual, an approach and was treated to unlimited visibility of the deepest green land and about a million lakes when we broke out. After circling to land on a runway that was still pockmarked with puddles from the earlier showers we tied N21BM down in about the only available remaining spot, a reminder that we were only about 100NM from Oshkosh.

The day three mission was to get to Dodge County Airport, about 30NM south of the Promised Land. There we joined up with over one hundred other Cessna pilots and their planes for the planned Cessna's to Oshkosh formation arrival scheduled for Saturday. What a great group of people! I could write reams about the new friendships made and the renewed relationships of Cessna folks we had met in the past years but it's just something you simply must experience for yourself! Unfortunately our planned formation flight

was delayed by rain for a few days but late Sunday afternoon the skies were filled with a string of 100 Cessna's that stretched for literally 25 miles! Trust me when I tell you that the best, the most fun way to arrive at KOSH is in a formation flight!

Through most of the week at AirVenture the weather was sunny and warm and we enjoyed ourselves immensely! Rene was a camping trooper and didn't even complain about the daily 0600 wake up call from the roar of snarling props and jets. I think I'll hang on to that girl a while longer!

Homeward bound we stopped in Rapid City to see Mt. Rushmore and the Crazy Horse memorial. Good weather prevailed for much of the route but we did have to dodge a few build ups and thunderstorms. Having access to the Nexrad weather enroute is so darn helpful, worth every penny of the subscription price. From Rapid City we worked our way down to Rock Springs, Wy for fuel then a jump to Bullhead City, Az for a few days of furnace like heat! Finally, after completing the last leg back to KFUL the tach indicated we had logged 22 hours of engine time.

If you've made the flight to AirVenture you can relate to my story. If you've never flown there yourself you simply must!

Fly safe!

Jim Gandee
President

You can reach Jim Gandee at fyrflyer@ca.rr.com or (562)587-9939

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**AIRPORT
MANAGER
UPDATE**

**TERMINAL
REHABILITATION
PHASE 2**



Brendan O'Reilly
-
Fullerton Airport

We have completed the preliminary design documents and will be going to City Council on October 15, seeking approval to move forward with this project through a design - build contract. Another contract will be issued to an environmental engineering firm for an Initial Study and Negative Declaration/Mitigated Negative Declaration under the California Environmental Quality Act (CEQA). There is still a lot of planning and engineering to be done, as well as lining up the financing through the Caltrans Airport Loan program. We are still hoping to begin construction sometime in FY2021.

ORANGE COUNTY GRAND JURY VISIT

On August 28th, twelve members of the OC Grand Jury came to FUL for a tour. Members were introduced to Airport staff as well as our City Manager Ken Domer. The group then visited AFI, General Aviation Co., Hangar 21 South, OCFA, and finally Anaheim PD. Overall the members were tired after the extensive tour, but were very impressed with the cleanliness and utilization of the facility.

NEW AIRPORT SERVICE WORKER



I'm very pleased to announce the newest member of the Airport staff, Chad Bargas. Chad has been employed by the City for just under a month, and is enjoying his new position.

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WELCOME OUR NEW MEMBERS!

July
Majdi Y Ataya
David Burshtan
Samarra Dairymple

August
Paul Baker

September
Cj Urban

He has a background in maintenance and takes customer service and safety very seriously; which makes him a perfect fit for our team. Please say hello and extend him a warm welcome when you get a chance.

As always, if you would like more information or share your own thoughts please call the airport office at (714)738-6323, or email me @ brendano@cityoffullerton.com



Mike Jesch, VP
FAPA. ATP, Master
CFI-ASME-IA

LO-CAL SOCIAL NEWS

No, not the Low-calorie kind, just the kind that's near and dear to our hearts. A couple changes have happened recently in the operations around our airport and I thought I'd bring them up to the front burner for a bit.

These are changes to ways that IFR pilots operate, and helps to illustrate the importance of regular recurrent IFR training. Sure, you can stay current by virtue of conducting a few instrument approaches and other tasks, but that doesn't get you into the real world of our developing ATC system. So, spend some time with your friendly neighborhood CFII to get the latest scoop, but for the moment, here's a little LoCal taste.

First, the FAA has been working on changing the way you get your IFR clearance at non-towered airports. In the old days, you'd file your flight plan, then call 1-800-WXBRIEF and have the briefer call ATC and get the clearance, which would then be relayed to you. You would then have to wait for the extra middleman to negotiate the release and/or void times for you. This process could take some time, and left open another opportunity

to screw something up, on both sides of the microphone.

Now, you can call your friendly neighborhood ATC controller directly on the phone to get your clearance. You get your airplane all ready, start your engine, complete your warm up and runup tasks, then call on the phone (ideally through your magic Bluetooth enabled headset for good audio quality) and get your clearance and release directly from the man - or woman - and not have to go through a middleman.

You can find these numbers in ForeFlight on the Airports page, Frequencies tab, then Clearance. For Fullerton, you can see a Clearance Delivery phone number that connects you directly to the air traffic controller handling your departure sector. There are phone numbers even for non IFR airports like Harris Ranch or Oceano.

Next, we are seeing more and more Standard Instrument Departure procedures involving a Climb Via instruction. The local example is the new HAWWC3 RNAV departure from Fullerton (Rich, have you been talking to the procedures department without letting us know???) I have not yet had the opportunity to fly this procedure, but I can see a potential gotcha that I thought I'd bring up, and this gives me an opportunity to discuss what Climb Via means. Looking at this procedure, and let's use a runway 24 departure for my discussion, you can see that we have two minimum altitudes, 4000 MSL at PIJIN and 5000 MSL at HAWWC. This is followed by a mandatory altitude, 6000 at WROBN. (Am I noticing a theme in the names?) Note that in the upper right corner of the chart, the Top Altitude is designated as 6000.

Let's say you file a flight plan to Santa Maria, with a filed cruise altitude of 8000 feet. You can expect to get a clearance that goes something like this "Cleared to the Santa Maria airport, HAWWC3 departure IKAYE transition, as

filed; Climb Via the SID; Departure frequency 125.35, squawk 4529". That's it. The confusing part is going to be managing your climb. Even though they didn't say it explicitly, you are cleared to 6000 feet. Once you're above 2000, you can expect to be cleared direct to PIJIN, which you must then cross at or above 4000. Similarly, you must be at or above 5000 before you get to HAWWC, and you must be level at 6000 before WROBN.

The tricky part is going to be your clearance to a higher altitude. Let's say your continuing climb clearance is "Climb via the SID, Maintain 8000", received as you cross HAWWC intersection at 5000. Sounds simple, right? But, there's an opportunity to screw this up and you have to be careful. HERE'S THE IMPORTANT PART: Because he said "Climb Via the SID", you *must* comply with all published altitude restrictions. Once you get past the last restriction, you may continue the climb. In other words, you must maintain 6000 until you pass WROBN. Only after crossing that fix may you then continue your climb.

If, on the other hand, the clearance is "Climb and maintain 8000" as you cross HAWWC, because it doesn't include the phrase "Climb via the SID" this an unrestricted climb; you no longer have to comply with any further restrictions on the procedure, and you should start your climb immediately.

There may also be confusion with the segments following WROBN, which are depicted as 6000, and may lead you to believe that you must stay at 6000 until the end of the procedure. But, these figures are Minimum Enroute Altitudes (MEAs) for those segments, not minimum or mandatory crossing altitudes as depicted at PIJIN, HAWWC, and WROBN, so it's perfectly legitimate to get a climb clearance above those minimums.

A similar situation occurs on STARs; If the instruction is to Descend Via, you must comply with all speed and altitude restrictions

published on the chart. If unable to comply for any reason, just tell ATC and let them know what you can do, and they'll find a way to accommodate your needs. The KAYOH7 arrival to KFUL, has a mandatory speed of 210 knots, which is just not possible for most of our little airplanes.

I know the CVS thing is relatively new, and not often used by little airplanes, but they are published and becoming more common, and once accepted, your compliance is mandatory. If you have any questions on these or any other local procedures, please let me know and I'll work them into another discussion. In my opinion, saying "No SIDs No STARs" in the remarks section of your flight plan is a sign of laziness and unfamiliarity with the way the system now works. Instead, get up to speed on the new procedures, and simplify your life by using these printed procedures. If it's been a while, I suggest you go get an IPC from a local instructor who can discuss and demonstrate these new procedures

Fly Safe! Fly More! Have Fun!

Mike Jesch

Vice President - Fullerton Airport Pilot Assn
ATP, Master CFI
2018 LGB District FAA Team Rep Of The Year

P.S. How many of you caught the error in the clearance?

FLYING IN ENGLAND

By Tom Mauss

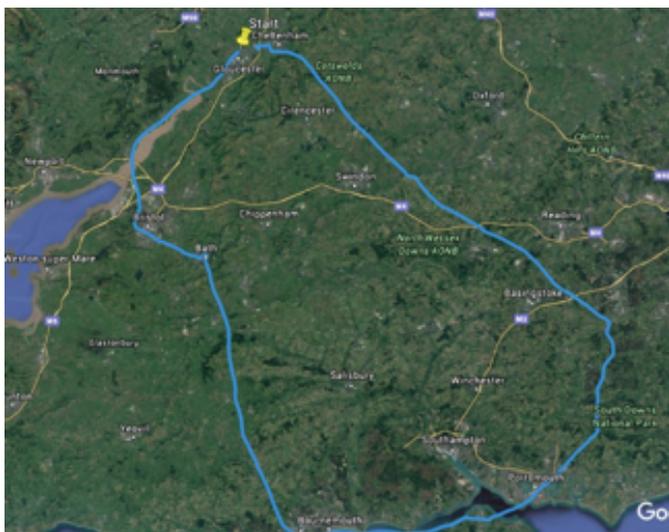
In our last newsletter I mentioned I had flown a Cessna 172 in Israel, which was an incredible experience. In August I was headed to Kenya and Tanzania and on the way had a two-day stay over in London, England planned. Sounded like an opportunity for a general aviation flight experience to me, so I got in contact with a local flight instructor and we arranged for a two-hour flight over the

southern portion of England. As it was told to me, England does not recognize a FAA PPL unless you are flying an "N" registered airplane, hence since I was going to be flying a British registered airplane an instructor in the right seat was a good option. Did you ever wonder if English airplane pilots operated from the right seat with all their instruments on the right side, like their cars? Well guess they didn't get that message. By the way, I did learn that the ATC lingo can be different and without instruction a US pilot can get himself or herself in quite a trouble spot. For me, it only made sense to have a UK pilot on board to sort all this out for me. The flight path started in Gloucestershire Airport, which is west of London by about 2 hours. The drive from London was beautiful as we drove through the Cotswold region full of Bed and Breakfast businesses and golf courses.



Clifton Suspension Bridge

Bath was an old Roman site where we could see many Roman ruins.



Roman Ruins, Bath, England

We flew a Piper Warrior at 1500 AGL. The weather was good visibility with broken clouds at 2000 AGL, I guess typical for England. The view of the villages, countryside, golf courses, farms, cottages, castles, rivers and oceans was quite breath-taking.

We headed towards Poole and Southampton, along the southern coast of England. Southampton is where the Titanic departed in 1912. Then we headed over to the Isle of Wight where we flew over Osborne House, the summer home and rural retreat of Queen Victoria and Prince Albert.

We took off heading south and wondered just inside Wales over the River Severn. We headed towards Bristol crossing over the Clifton suspension bridge and headed towards Bath

There is so much to see from 1500 AGL over England. I'm looking forward to another international flying experience in 2020!

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FULLERTON AIRPORT PILOTS

Meeting: Third Tuesday of each month at AFI (KFUL)

We have had some really interesting speakers—all the way from musical influences in the realm of flying, ditching your aircraft in the Catalina Channel, flying across the USA at 500 feet, traveling to remote locations and camping, and survival skills when mountain flying. We encourage all pilots current or thinking of getting back into aviation, students, and aviation enthusiasts to attend the meetings. We serve hotdogs, bratwursts, drinks, desserts, and chips before the meeting beginning at 6PM. Meetings start at 7PM. Join us!



FULLERTON AIRPORT PILOTS ASSOCIATION

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