



NEWSLETTER



**Jim Gandee –
President FAPA**

A MESSAGE FROM JIM...

The early morning hours of Airport Day dawned cold, grey and drizzly. Typical June Gloom and not unexpected but darn one of the reasons we pushed the event from May to June was to have better weather! Nonetheless, an army

of terrific volunteers began arriving around 0700 and we, as they say, “got the show on the road!”

Prior to the gates opening at 1000 aircraft are landed and placed, vendors are setting up and displays are being made ready. Food and beer trucks are arriving, the kids fun zone rides require some construction and set up and don’t forget about the display cars. All of these resources require advance location planning and lay out and the personnel to see to it they’re properly placed. Your FAPA continues to take on a leadership role helping to organize and coordinate Airport Day and many of the key volunteers are FAPA members I’m very proud to say!

Over the years Airport Day has grown into a major showpiece for the City. Several of the Fullerton City Council persons attended (Bruce Whitaker and his beautiful wife Linda are avid supporters of KFUL) and this year the 4th District Orange County Supervisor Doug Chaffee not only had a vendor tent he publically recognized Fullerton Airport as an Orange County asset! As a wonderful

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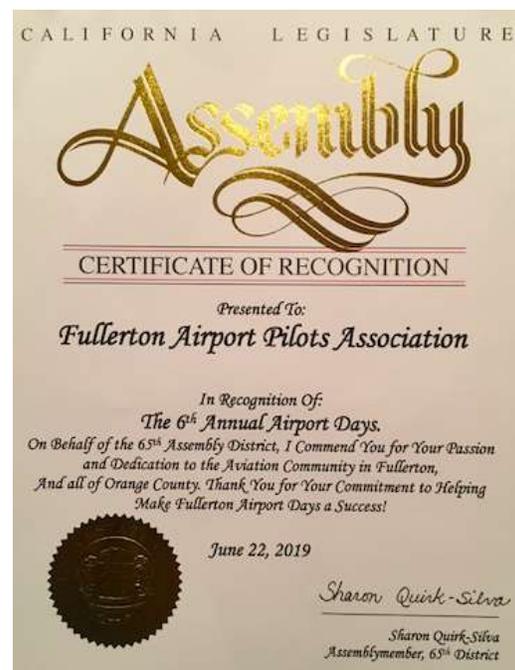
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surprise, Sharon Quirk-Silva, Assembly member, 65th District, sent a representative to present a very nice Certificate of Recognition to FAPA for our passion and dedication to the aviation community in Fullerton and thanking us for helping make Fullerton Airport Day a success!



Many commented this was the best attended Airport Day ever! I know each year we see more and more families attend and that's what it's all about! Perhaps we inspire some youngsters to seek aviation careers; for sure we expose thousands to the businesses and FBO's here at KFUL. Literally hundreds of people signed up for both fixed wing and helicopter rides all without incident I might add. Airport Day was a huge success!

One last and very special note, THANK YOU again to those of you very special people who give up an entire Saturday to help showcase our hometown airport!!

FAPA is so fortunate to be part of the KFUL community. I'd like to think the contributions FAPA makes to the airport community are significant and worthwhile. Our Junior Aviator Division allows young aviators the opportunity to access a Cessna 152 for the absolute minimum cost of \$65 per hour WET! Our Applied Science and Learning Division continue to teach aircraft fabrication skills to anyone, free of charge! Our monthly safety meetings are well attended and rewarding to those who attend. But thanks and recognition also need to go to those FBO's who continue to support FAPA. AFI graciously provides us their hangar for our meetings and allow us to tie down our 152 free of charge! They are very special people, Bill and Carey Griggs, and we'd like to acknowledge their continued support of FAPA! Thank you AFI!!!

General Aviation, located mid-field on the south side, provides aircraft maintenance, hangar and tie down spaces and fuel. Tina Bateman (General Aviation's Manager) has recently offered to also support FAPA members by offering Self Serve fuel prices from the truck delivery! This is not only a convenience but represents a significant cost savings as well. First off the price difference between the SS and truck fuel averages about

.25 per gallon. Couple that to the fact that you have just saved two starts on your engine thus the wear and tear that two heat cycles generate, that adds up. I have sent Tina a list of the current FAPA members. She is working on an internal system with her staff that cross references that list. The SS fuel price will automatically be applied to fuel purchased off of the truck. It couldn't be any easier! Please support these FBO'S that so graciously support us!

Recently, because of my Fire Dept. background, I have provided training to the airport staff on the proper use of the two compressed air foam firefighting systems installed on the airport pick-up trucks. One is a thirty-gallon system; the other has a ten gallon capacity. In the event of an incident that results in a fuel spill, potential spill or a fire these units can be employed prior to Fire Department arrival by the now trained airport service workers. The goal is to prevent a flammable liquids fire and/or extinguish a small fire before it gets out of control thereby providing additional time for extrication in the event of an aircraft incident. Thank you to the KFUL airport manager, Brendan O'reilly for recognizing the potential importance and value of these expensive systems!

Fly safe!

Jim Gandee
President

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

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interesting event, and perhaps will illustrate the importance of asking questions.

The pilot was departing from one airport and destined for another some 50 miles away, and across about three separate ATC sectors. The weather was good VMC, but he wanted to fly IFR just for the practice. In our area, it's possible to obtain a "canned" clearance - called a Tower Enroute Control - without filing an IFR flight plan and going through all those hoops. In any event, our pilot did exactly this and was soon on his way, cleared via the expected route and 6000 feet (which was higher than the normal 4000 published for the route). As he was climbing through 4700, the pilot was instructed to maintain 4500MSL for traffic, which he acknowledged and did, and got some additional vectors.

Soon, he was transferred to the next ATC sector, and then another one, and dutifully checked in each time level at 4500. One of the controllers instructed the pilot to "resume own navigation" (normally, an IFR pilot should expect a heading to intercept an airway or to a fix before resuming). The final controller eventually told him "Practice approach approved, no separation services provided." The pilot responded with, "I guess I'll cancel IFR then." I can only imagine what went through the controller's mind when he heard that!

I think this event illustrates a couple human factors mistakes, and offers a chance to review some best practices that we all might consider bringing into our technique. I believe any mistakes made were honest omissions, and no violations of procedures or regulations appear to have occurred.

First, the controller issued a bit of an unusual altitude to the pilot, which was modified to an even more unusual altitude. While it's not normal to be assigned a strange altitude above the MEA like that, neither is it out of the

WHY ASK WHY?



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

It's often said the most underutilized words in the pilot/controller lexicon are "Unable" and "Say Again". Sometimes, it's critically important to get your point across, clear up a

misunderstanding and get clarification in the most expeditious way possible, and other times, the issue is a bit more subtle but just as important.

Recently, a story came to me of a classic case of miscommunication. Fortunately, the outcome wasn't bad, but it could have been. It's an

question. In this case, conflicting traffic necessitated the change, and the controller probably intended to instruct the pilot to descend and maintain 4000 once he was clear of the conflict. On the pilot's part, he received a clear reason for the different altitude, and it made perfect sense. I don't know whether the traffic was pointed out to the pilot, or whether he ever had visual contact with that traffic. And, it doesn't really matter.

Next, control was moved to the next ATC sector, where the pilot checked in "Level at 4500". The previous two airplanes in the same area were both at 4500 and under VFR, so the presence of a third probably didn't seem unusual, and no questions were asked. I have no idea what was said during the handoff procedure between sectors, or if there is an indication on their screen as to the rules under which the pilot is operating.

Eventually, control was issued to the final controller, and the approach request was made. I know from experience that if the request is made to that second controller, word often doesn't get passed to the final, and it often seems like a surprise. He might have had a little Confirmation Bias here, expecting that any aircraft at 4500 clearly had to be VFR.

So, what lessons can we learn? What can we do to reduce confusion like this and help our teammates out on the other end of the radio? Perhaps an earlier communication with ATC, at almost any point on this flight, raising the question. Something along the lines of, "Hey, ATC, I was cleared to 4500 for traffic; do you still need that?" Or, "When can I expect to go back to 4000?" Or maybe reminding each sector that you're "IFR, level at 4500."

Remember that we're all human. Our Air Traffic Controllers are excellent; they take immense pride in accurately and safely providing the services they provide us, and

they do so without problems so much of the time that it may be hard to remember that mistakes will occur. They're not perfect. But, it's our kiesters strapped to that aerospace vehicle. If at any time, something seems unusual, or you don't know why something is happening, don't be afraid to ask the question. Don't let any confusion remain in the operation, even if it's not on your part, but you think the controller might be confused. Poke the controller for clarification or resolution. It's possible that he or she might have just forgotten that he'd asked you to do something weird.

Finally, please take any opportunity to visit with controllers. Whether it's visiting the tower at your local field, or a pilot group-sponsored tour of a TRACON or ARTCC facility, or even finding the Pink Shirts at Oshkosh, I cannot recommend highly enough that you avail yourself of any and every opportunity to meet these people and see how they do what they do. Write down your questions and bring them and ask them; they truly enjoy meeting the people they serve and answering them. As it happens, in this case, the pilot happened to be scheduled to tour the very facility in question just two days after the event. It was a tremendous opportunity for them to meet and explore the nuances of this tricky situation in person.

Fly Safe! Have Fun! Fly More!

Mike Jesch

ATP, Master CFI
2018 LGB District FAASTeam Rep Of The Year

WELCOME OUR NEW MEMBERS!

May
Jeff Russell

FIRE FIGHTING EXERCISES AT KFUL

The week of June 3rd firefighting exercises occurred at KFUL by the Brea and Fullerton Fire Department and airport personnel. The training exercises were developed to better train and equip firefighters on how to best respond to an airport incident. Exercises were completed over a week period and provided a comprehensive experience for firefighters.

KFUL Airport Operations personnel also participated in these exercises. Two airport vehicles are foam equipped for a fast response to an incident to minimize a fire until the fire department arrives. This is a positive step by Airport Management to equip these vehicles with foam systems and provide training to our local fire department and airport staff.



FRENCH VALLEY CAFÉ F70

Southern California has many options for pilots to let their inner “foodie” out. I recently visited the French Valley Café at French Valley Airport F70. Roughly 50 nm from KFUL, this is a quick and easy flight for a quick bite for breakfast, lunch, or dinner (except for Sunday – closes at 4 pm). I had a nice breakfast with good portions and good service. There is plenty of transient parking in front of the restaurant as well as an array of airport services if needed. I usually get flight following when heading to F70, always nice to be talking to ATC in busy So Cal airspace. Keep in mind F70 is a non-towered airport so you’ll want to fly the recommended standard traffic pattern for the airport, announce your position, listen closely to other traffic, and keep your eyes open for traffic.

F70 – French Valley

AWOS-3 119.025

CTAF 122.8

March App/Dep 133.5

Runway 18/36, 6000’



FLYING IN ISRAEL

By Tom Mauss

In May I joined up with five friends in Israel for a tour of biblical sites, geo-political sites, and to take flight in a Cessna 172 in a different country (Israel). This is the first time I've flown outside the US as a general aviation pilot and I must say quite an experience.

In preparation for the experience I contacted a flight school in Tel Aviv, Sde Dov Airport, to make the necessary arrangements. I wanted to fly left seat so I decided to have a flight instructor in the right seat for this adventure. Israel is not as big as one might think. The north to south tip is approximately 220nm and west to east about 60 nm. I planned on leaving Tel Aviv, flying over Jerusalem, down to the Dead Sea and Masada, and back to Tel Aviv.



The day of the flight we had perfect weather. However as in "things aviation" we had a change from the original airport, Sde Dov, to an airport about 10 km north, Herzliya. Evidentially the airplane did not make it back to Sde Dov due to the prior evening weather. We did our preflight on the Cessna 172 and were ready to taxi and take-off. Notice in the

picture that in Israel the country designator letter/number is 4X.



The flight plan was submitted the previous day as all flights are under a flight plan in Israel. The flight was filed as a CVFR (controlled visual flight rules) flight. ATC is controlled by the military. Also, I expected ATC to be in English - not the case in Israel with the exception of international flights arriving and departing out of Ben Gurion International Airport. At the smaller airports ATC is in Hebrew. In fact, to obtain an Israeli pilots license you must be proficient in Hebrew. As a result I asked my instructor to just give me headings, altitudes and any airspeed information. We took off and started over the Mediterranean Coast of Israel. It was spectacular!



The plan was then to head over towards Jerusalem. About 5 nm over land we were vectored back to the coast and informed we would not be flying over Jerusalem today as there were military exercises taking precedent. DARN! So back to the coast and then about 15 nm north of Gaza we headed toward the Dead Sea. We flew over several communities, lots of desert, and a couple of Bedouin communities before arriving at the Dead Sea. We then flew over Masada, where Herod had two palaces and the heart of the Roman-Jewish War in the first century.

Well, I don't think we busted our service ceiling at 99,000 feet...we actually flew at 1,000 feet below (not above) sea level. And, we were a good 400 feet above the water. There is an airport at the Dead Sea that is the lowest elevation airport in the world - it was Saturday and the Sabbath therefore it was closed and we could not land there.



We then headed to the Dead Sea. The next picture shows the altimeter, which is set correctly to barometric pressure. Can you guess the altitude?

On the return flight we headed towards the coast and I asked the instructor how close can we get to Gaza. He contacted ATC and they let us get within 2nm. Gaza is in a restricted area.

I must say flying in Israel was quite an adventure. It lasted about three hours but I'll have a lifetime of memories about the trip and my flying experience.



Flight Path - Israel Trip

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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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