



NEWSLETTER



Jim Gandee –

A Message from Jim...

It's often been said that nothing is permanent in life except change. Therefore, change should be expected and welcome. With this in mind I share with you that a lot has happened in my life over the last six months or so. My wife and I sold our home in La Mirada and have formally become Arizona residents in Bullhead City! Pretty

exciting but after living in a house for thirty years and raising two kids there it can be an emotional time and it sure is a lot of work! I continue to maintain my hangar at Fullerton because we routinely commute back and forth for family, and other, responsibilities.

One result of my move was the reality that I could not continue as President of FAPA due to the simple fact that I would no longer be local and part of the KFUL mix. After several lengthy discussions, and maybe a little arm twisting, Bob Guetterman, a current FAPA Board member, agreed to step up and was unanimously voted in as the new President. Bob is a good guy with a great personality and the personability to bring people and groups together. He is respected by the FAPA Board and around the airport. I am very confident that FAPA is in good hands with Bob at the helm and I already see the value in new leadership by his decision to coordinate a BBQ social and networking night on June 21st, 2022 at 6PM at the AFI hangar. By the way, the food will be free, courtesy of Brendan O'Reilly, Airport Manager, so no excuse not to participate! I wish Bob the very best during his tenure as President but I also know that he is supported by the very best team of Board members anyone could hope for! Good Luck Buddy!

After the untimely death of Tom Mauss (a FAPA Board member, hangar buddy and all-around great guy) his daughter sought out my help in dealing with his beautiful

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Cessna 172. In one of my last roles as President I helped manage the sale of the aircraft which turned out to be a bit convoluted. Turns out there were some airworthiness issues discovered in a recent annual that needed to be dealt with and the registration was expired. To make a long story short, a FAPA member (Jaime Tanabe) happened to stop by Tom's hangar and suggested the 172 might be a good fit for FAPA's Junior Aviator program. Tim Lloyd, who manages that very successful program, agreed and soon after FAPA was the new owner. Tom's family was delighted the plane would remain at KFUL and also be used to train future pilots! The plane will be placarded as the "Tom Mauss Memorial 172" in Tom's memory.

Evidenced by plenty of "May Gray" summer is clearly upon us. A clear signal that if you do not already possess an instrument rating, I highly encourage you to seek out the training and improve your pilot skills. The ticket will allow for increased aircraft utility and lower your insurance rates. Don't forget that FAPA currently has a G1000 equipped IFR approved simulator available only to FAPA members, for a very reasonable cost.

You can reach Jim Gandee at:
jimgandee@gmail.com or (562) 587-9939

FAPA President Bob Guetterman

*If your life is easy, it's because someone before you had it hard. Be grateful.
If your life is hard, it may make someone's life after you easy. Be generous.*



I came across this statement a while back and reflected on its application in so many areas of life. But that's how I feel stepping into the role of President of FAPA. There is so much already in place because of the hard work **Jim Gandee** accomplished in his role as president of FAPA.

- He recruited an intelligent and talented board (**Mike Jesch, Jeff Oslick, Rich Koren, Tim Lloyd, Ed Martell, George Sutton, Cheri Rhynard, and Jamie Tanabe**).
- He established a track record of many years of outstanding safety meetings.
- He guided FAPA to become a 501(c)(3) non-profit organization.
- He embraced two youth programs that contribute to developing future aviators...the Junior Aviators Program (started and led by **Tim Lloyd**), and the Division of Applied Sciences (started and led by **David Reser**).

The accomplishments of FAPA under Jim Gandee's leadership transformed a non-functioning organization into a significant contributor to the Fullerton Airport Pilot Community. Thank you, Jim, for your outstanding leadership...a job very well done! Because of your hard work in establishing FAPA over the last few years, you have made the role I am stepping into that much easier. I am grateful.

Greetings! My name is Bob Guetterman. I am the new president of the Fullerton Airport Pilot Association (FAPA). I am better known around the airport as "*Jenny's Dad*" (aka...Captain Jennifer Kanakis). Our family got into aviation because Jenny expressed the desire to become a pilot when she was 14 years old. We bought into a Cessna 172 to help her get her ratings and in the process, since we were part owners in the aircraft, I was allowed to get my Private Certificate. Jenny has received many ratings since then and is now a C130 Pilot flying with the Air National Guard out of Point Mugu, and a Sky West pilot flying the E175 based out of LAX.

I have been on the FAPA Board for a few years and when Jim stepped down last December, I accepted his challenge to step up. I have enjoyed working with FAPA, and in addition to the Safety Meetings and developing young aviators, I have a passion to see the Pilot Community of Fullerton Airport strengthen its "*community*" potential.

There are many groups and organizations at Fullerton. In addition to **FAPA**, there is the **Fullerton 99's, General Aviation Company, Fun Outside Flight School, FlyKFUL Flight School, Civil Air Patrol Composite Squadron 56, OC Sheriffs, Anaheim Police, Orange County Fire Authority, Helistream, South Coast Helicopters, Mercy Air, Hangar 21 Helicopters, Cardinal Air, Ben's Motorworks, Black Knights of the Round Table, Smoke Eagles Flying Club, RI Flying Club, Aviation Explorer Post, A Journey with Wings, SE Hangars Flying Pirates, Fullerton Airport Admin and Maintenance Staff, Tower Controllers**, and last but in no way least, the great crew at **Wings Café!!** I wonder what kind of community can be developed if we got to know each other and understood all the resources available. The resulting synergy could be surprisingly enormous.

For this reason, as we continue to provide outstanding Safety Meetings guided by our in-house aviation celebrity, **Mike Jesch**, I am hoping to connect our people and resources and watch the Pilot Community at Fullerton blossom into great things. What kind of things is yet to be seen. But that's the mysterious wonder of synergy...the whole produces something greater than the sum of its parts.

So we are working with the KFUL Airport Manager, **Brendan O'Reilly**, and the 99's Chapter at Fullerton to sponsor a

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Fullerton Social BBQ for all the tenants and organizations at KFUL. This will be **Tuesday, June 21st, 6:00pm** replacing our June FAPA Safety Meeting. There will be **FREE FOOD** provided by the airport manager’s office, FAPA, and the 99’s. The Civil Air Patrol has offered to bring in their Chuck Wagon to prepare the burgers and dogs.

In addition to the free dinner, we want to give opportunity to each organization to introduce themselves, so everyone knows who you are and what you are about. There will also be scholarships awarded by the 99’s and FAPA. And an FAA representative will be on sight to present a special **Master Pilot Award** to a long-time resident of the area who has flown out of Fullerton for many years.

The evening is postured to be festive and a grand opportunity for everyone to promote their organization so we can know who we are flying with as we traverse Fullerton’s Delta. We hope to see you there.

If you have not yet joined the Fullerton Airport Pilot Association, annual membership is just \$35. I am looking forward to contributing to the Fullerton Airport Pilot Community and see where it may lead!

ADVERTISING RATES
 Business Card Size: \$140 annually
 Quarter Page Size: \$270 annually
 CONTACT: Rich Koren 714-290-2512
 Or through email: Hawkie23u@gmail.com
 We will be happy to design an advertisement

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THIRD TUESDAY

Fullerton Pilot Meeting!!

From Homes to Hangars,
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Meeting: Third Tuesday of each month at (KFUL).
 4119 W. Commonwealth Ave, Fullerton

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.

**If you wish to pay your FAPA dues by
 check...please send it to:**

Fullerton Airport Pilots

4011 W. Commonwealth Avenue

Airport News and Updates

by *Brendan O'Reilly, C.A.E., Airport Manager*



AFI RETIREMENT/BUILDING ACQUISITION

In case you haven't heard, Bill Griggs Jr., owner of AFI is retiring after 55 years of flight training at FUL. Because his office/classroom building is no longer needed by them, The City of Fullerton has purchased the building from AFI. The City plans to expand the existing office space and do other improvements. The added office space will then be leased to other aviation companies, while allowing airport administration to relocate to the facility as well. The City assumes ownership as of June 1, 2022, and the month of June will be transitioning utilities, rekeying the doors, doing site investigations, etc. Those folks and organizations currently using the facility after hours will still be able to do so, as I will be meeting with them individually to review and sign a facility use agreement and issue keys. We expect the improvements to take about a year to finish.

RUNWAY 06/24 EDGE REHABILITATION PROJECT

We are very near completion of this \$2.97M project. Final installation of the runway edge lights is expected the week of June 19th and some runway closures will be necessary. Closures are expected to begin Sunday night at 9pm, and the runway should be open each day at 7am. Please check NOTAMS before planning any evening flights around that time. Airport Admin will send blast emails and post this information when confirmation is received from our contractor.

AIRPORT SIGNAGE AND LANDSCAPE IMPROVEMENTS

We held a pre-construction meeting with the contractor and after hearing about more electrical supply chain issues, decided to hold off the start of construction until all supplies are on site. 10-12 weeks lead time is what we keep hearing for these type of materials, so with a little luck we should see this project completed later this Summer or Fall.

AIRPORT OPERATIONS AND MAINTENANCE

Reminder: Non Movement Area Boundary Striping has been installed. Please do not cross over this marking without permission from ATC, or you could cause a surface incident.



Reminder that our lobby is now open during restaurant hours 7am – 2pm. The airside access door is usable at any time using the code which is posted as you walk in. Please note that the walk-in gate code near the main vehicle gate is a different code. And of course, do not share these codes with anyone unless you intend to escort them at all times on the airport.

UPCOMING EVENTS

The Classic Aircraft Display Day has been very well attended for some time now. Remember this event is held the Second Sunday of each month at the base of the ATC Tower. Hours are 10am-1pm and you must have your aircraft present to get a tax sign off.

I can be reached at brendano@cityoffullerton.com or the main office line; (714)738-6323. Office hours are generally 8am-5pm and we are off every other Friday.

FAPA Lost Communications Techniques

By Mike Jesch



Today, I'd like to talk about techniques you might use in the event that you lose communications with ATC. I'm not talking here about the procedures you are legally bound to use by FAR91.185 dictating routes, altitudes, approaches and the like, which you would use in the event that your onboard equipment failed while you were operating under IFR. For this discussion, I'll assume that your equipment is working fine, and you've simply lost contact.

A few years ago, an early topic I covered was the importance of monitoring frequency 121.5 — Guard frequency — with a secondary radio, when you weren't using it for something else.

There are a host of reasons to use this practice, but the one that's germane today is that ATC may attempt to establish contact with you there, in the event they've lost you. Some pilots have been known to make a call on Guard and ask somebody else to do the work for you. To me, it indicates a certain lack of professionalism, and maybe even laziness, even though it might actually work sometimes.

The first step should go without saying, but I will anyway: Make sure you can still hear the radio! Just break the squelch for a moment and make sure you can hear the radio. If not, check the volume. Make sure your headset is still plugged in. Make sure you don't have a stuck mic. Certain headsets may not function at all without good batteries - don't forget to carry spares! Maybe try another headset.

If your radio is indeed working okay, you might see if another aircraft on frequency can hear you. There are certain regions where the controller has such a wide swath of airspace that they're using two separate transmitters on the same frequency, and you might just be out of range of the one that works for you. This seems to happen a lot in Albuquerque, Salt Lake, and Denver centers, especially at our lower VFR altitudes down in the terrain.

It might be time to break out your Enroute chart and look for a communications box. Sometimes it's hard to find the one for your area, and sometimes the ATC sectors might be combined and active in unusual ways, but you might find a nearby frequency that will work.

Another option is to find a nearby airport and look up its communications information in whatever tool you have handy. You can go over to the Airports Page in ForeFlight, for example, and select the Communications page, which will show you that Airport's data. Dial it up and give 'em a holler. Worst case, break out your dusty and dog eared copy of your Chart Supplement (you do have one of those, right?), and look it up.

Pretty much all modern GPS units have a Nearest Airports page. There is usually a page adjacent to that which will display nearest ATC frequencies. On my GNS530W, it shows only Center frequencies, but at least that controller might be able to figure out where you belong and give you the number.

If you're smarter than the average bear, you can listen up on frequency while you are still communicating, and listen for airplanes ahead of you. If you find that they get a handoff several minutes before you get the same handoff, the pattern will eventually emerge and you can dial in the next frequency in anticipation.

On rare occasions, I've heard ATC explain that I'm about to go out of range and if no further communications are heard in, say, ten minutes, attempt contact on frequency 128.97. I appreciate this foresight on their part and a shot at staying with the team.

Only if all these methods have still failed to establish contact would it then be okay to actually key up on Guard and ask for some help.

When you do finally establish contact, be prepared to tell the controller your position and altitude, so he can find you and complete the check-in process.

Here's hoping that you always talk to ATC, that you always stay in contact with them, and that you...

Fly Safe! Fly More! And Have Fun!

Mike Jesch

ATP, CFI

Junior Aviators Update By Tim Lloyd

The past couple months have been busy with the Junior Aviators (JA) division of FAPA. We had one new Private Pilot, Bobby Hopkins. Our long time JA member, Nicole Palmer, became our latest CFI and now has two new students. In addition to her becoming a new CFI, she has also taken on the role as the Junior Aviators Director of Operations. She's hit the ground running and already held meetings with the other CFI's to standardize the flight instruction and address other training issues. Quite impressive for a young college lady and new CFI. Great job Nicole!

Our Cessna 152, N49285, completed the annual inspection with flying colors. The plane continues to fly around 30-45 hrs. per month. If you spend any time at KFUL I'm sure you'll see or hear our plane in the pattern.

Most excitingly, we've recently purchased a beautiful Cessna 172L, N1967S. This was the plane of the late Tom Mauss, former FAPA Board Member. The plane will have a Tom Mauss memorial tribute plaque on the instrument panel. The plane is finishing up a bit of maintenance, a fresh annual and will be up and flying in the next couple of weeks. This plane will allow our Junior Aviators to continue learning and obtain their Instrument ratings. The plane is equipped with a standard panel, with ADSB In/Out, a Garmin GNS 430W, and a Flight Stream 210 for enhanced connectivity. With the ability to now offer advanced ratings, we also bumped up the maximum age to 23.

We still have openings if you know a young person wanting to start their flying career.

Tim Lloyd
President
Junior Aviators, Division of FAPA



FAPA Red Bird Flight Simulator



The G1000 equipped FAPA Red Bird Flight Simulator is available exclusively to Fullerton Airport Pilot Association current members.

For Scheduling and billing questions, contact our Simulator Coordinator:
Cheri Rhynard - cherirhynard@gmail.com

Scheduling is generally done in 2-hour time slots, with billing done according to actual hours used as logged on the simulator.

Simulator cost is \$30 per hour (\$3 per 0.1 hr.), solo.

For simulator check out and CFII instruction, contact:
Mike Jesch - mcjesch@gmail.com
or

Dana Glidden - 714-932-3129

Instructor pricing is determined and paid directly through student and instructor.

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