



# NEWSLETTER



**FAPA President  
Bob Guetterman**

***Holiday Party***

Fullerton Airport’s first ever ***Holiday Party*** turned out to be a blast! Over 120 people showed up to enjoy great food, drink, and laughter as we celebrated the Holiday Season with

dear friends and new friends. Thank you for attending the

new event and contributing toys to support ***Giving Children Hope***. Special thanks to the many who made the party happen. Specifically to ***Mike Simms of Hangar 21*** for generously hosting the event, and through his connections enabling us to enjoy really good food at a reasonable cost. And a huge thanks to ***Ben’s Motorworks*** for their generous sponsorship of the beverages for the evening, and generous contributions from ***Fun Outside***

***Flight School, FlyKFUL Flight School, and VIP Hangars, A Journey with Wings, and to Michelle Perine from the Fullerton 99’s*** who contributed an array of delicious wines as well as designing the table decorations. And a special “Thank you” to all who donated the raffle prizes which included a gift card from ***Aircraft Spruce***.



Immediately after the party we heard the phrase “***next year***” spoken quite a bit in anticipation of a 2023 KFUL Holiday party. The party planning team, which included ***Fullerton 99’s President Cameron LaFont, Jim Gandee, Cheri Rhynard, Jamie Tanabe,*** and me, worked so well together that we have already started talking about this December’s event! It was a great experience to see everyone having a good time and get to know all the different people and groups that have organized at KFUL. Looking forward to what will come from groups connecting.



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## Scholarships

**Sabi Apai**, the owner of **FlyKFUL**, and his office manager, **Angie Wienczlowski**, are providing two **\$10,000** flight training scholarships to ambitious student pilots. These scholarships will provide flight training through the **FlyKFUL Flight Training School**. They have asked both the Fullerton 99's Scholarship Committee and the FAPA Scholarship Committee to broker the selection process for each of these scholarships. Applications can be obtained through each organization's website and or Scholarship chairperson: **Denise Jennings** of the 99's @ [99fullertonchapter@gmail.com](mailto:99fullertonchapter@gmail.com), and **Ed Martell** of FAPA @ [ed.martell05@gmail.com](mailto:ed.martell05@gmail.com).



FAPA is also providing two **\$2500 "Bill Drum" Flight Training Scholarships** that can be used at the flight school of one's choice. These applications will be posted on the FAPA website, [www.Fullertonpilots.org](http://www.Fullertonpilots.org) or can also be obtained by emailing **Ed Martell**.

The application deadline for these scholarships has been set for the end of February. Pass on this information to any aspiring student pilots seeking to learn to fly or add to their ratings.

## Upcoming Events

In addition to our monthly **Safety Meetings**, which meet on the third Tuesday of every month (except December), other events are in the works for Fullerton Airport. **Tim Lloyd, Junior Aviators** and **Brendan O'Reilly, Airport Manager**, are working together on a **"Spring Fling"** sometime in April where we will have a landing contest and enjoy a lunch together.



Also in the works with **Brendan O'Reilly** is our second **Airport Summer Social** scheduled for **20 June** in place of our monthly safety meeting. The **Civil Air Patrol Chuck Wagon** will return to prepare some good food and an opportunity to connect with other airport business owners, occupants, organizations, and flight clubs. We had a great time last year welcoming in the summer flying season. Looking forward to it again this year!



### Monthly Safety Meetings

We continue our monthly safety meetings on the third Tuesday night of each month. Dinner is available at 6:00pm, and a flight safety presentation is given at 7:00pm. **Dana Glidden** is our new meeting presenter coordinator, and she is doing an outstanding job procuring a speaker for these events! If you have any suggestions for a speaker, please do not hesitate to contact her.

## FAPA Membership

If you are a **FAPA Member** and you have any questions about keeping your membership current, please contact our FAPA Secretary, **Jeff Oslick** at the safety meetings or through the website. A **FAPA Lifetime Membership** can also be obtained with a one-time payment of \$350. Jeff can help you with that as well.



**Bob Guetterman**, *FAPA Board President*

### Thank You to our Sponsors

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**MARK YOUR CALENDARS!**  
**THIRD TUESDAY**  
**Fullerton Pilot Meeting!!**  
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 Pilot Association**  
**4011 W. Commonwealth Avenue**  
**Fullerton, CA 92833**

**ADVERTISING RATES**  
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## Junior Aviators By Tim Lloyd

January marks the beginning of the 5th year of FAPA operating a non-profit flying club. FAPA continues its mission of aviation education through the Junior Aviators youth flying club. The club's mission is to help provide an economical flying source for youth ages 16 thru 23. This year we bumped up our age limit from 20 to 23 as well as added a beautiful Cessna 172L to the fleet in order to be able to provide Instrument instruction. Our C-152 is available for its members at \$85 an hour and the C-172 for \$120 an hour, which translates into a significant savings for these young aviators just getting started in their careers. We currently have 34 members and 22 actively flying. The C-152 flew 410 hours (hobbs) last year and the C-172 is also averaging 30 hours a month. These young people are excited to fly the planes and are always there to help with oil changes, maintenance, and airplane washes.

Every month you'll see a new student completing their first solo or even their Private Pilot Certificate and now we look forward to an Instrument Rating. We've added a number of new CFI's and we hope to have a couple more joining us soon. We appreciate everyone's help and enthusiasm for our program. It's contagious when you see these people walk in with their new PPL with the ink still wet.

Tim Lloyd  
President  
Junior Aviators, Division of FAPA

Photo is our latest first Solo student, Samantha Pineda. She completed her first solo flight then headed straight to Flight Attendant School for SkyWest Airlines and she'll return next month to finish up her Private Pilot Certificate. Samantha is also in the Aviation program at Cypress Community College. See pictures below.



Samantha Pineda (solo) and CFI Mike Kobel



Samantha Pineda (solo)

## Traffic in Sight

### By Mike Jesch



Some recent experiences I've had have caused me to contemplate some suggestions when it comes to aircraft speed, particularly on final approach. Over the years, I've been on all sides of this issue, well, except the ATC side, and I have some thoughts.

First, let's all get on the same page on the subject, so we're not all talking about apples and oranges. In communication with ATC, speed means nautical miles per hour - knots - and not statute miles per hour. If you fly an airplane with an airspeed indicator calibrated in MPH, you'll need to convert that to knots and reference that over the radio.

Further, when ATC asks you to "Say speed," they're asking about your Indicated Air Speed and not any other kind of speed. This means the number the needle is pointing to on the air speed indicator (converted to knots if necessary), not True Air Speed, and not the ground speed number you see displayed on your DME indicator or moving map. Or even on your tablet EFB. ATC knows your ground speed from their radar display, and they're using this piece of information to validate their picture of the winds aloft at your altitude. When ATC tells you to reduce speed to One Hundred Knots, that means your indicated air speed, not your true air speed or ground speed, and is obviously knots and not statute miles per hour. Same deal if they ask to reduce speed - or better yet - increase speed twenty knots, that's air speed and not ground speed.

I'm often asked by ATC to "Maintain maximum forward speed" in little airplanes, but I've also been asked to "Reduce to minimum approach speed" in a big airplane. Either way, a technique I've used is to let ATC know what that speed will be when I acknowledge the instruction. That gives them the information they need to bring better expectations to their plan.

This is the situation that triggered me to write this essay. I was at the end of a several hour flight, in and out of the clouds, being vectored onto an approach under IFR in my 182. The aircraft ahead of me was a 172 on an IFR lesson being vectored onto the same approach. They were flying about 80 knots, not an unusual speed in those circumstances. I was flying more like 130. ATC asked them to "Maintain your maximum forward speed," and they... did nothing. They acknowledged the instruction, but their speed did not change. As a result, I had to substantially slow down, and I received additional vectors to provide adequate spacing. On the other hand, if that aircraft had advised ATC that they were already at their fastest speed, perhaps the controller could have created another plan. When I have been that airplane, my response is something like "I can give you 120 knots... will that work for you?" and let them figure it out. A little situational awareness goes a long way too; if they realized that another aircraft was following them, perhaps they could have offered to take a vector themselves, especially as they were on a local training flight, where some extra vectors may have been good training and experience for the student.



Now, when you've accepted an instruction like this, DO IT. Be sure you do speed up (or slow down), or you're going to get vectored away yourself. In an extreme case, you could receive a Brasher warning and get an investigation started, and nobody wants that! If you've already extended approach flaps or landing gear, consider putting them up again to make it easier to comply with a higher speed instruction. If you'd rather not do that, be sure to tell ATC that you're Unable, and they'll get started conjuring up a Plan B.

The ATC manual (FAA Order 7110.65, 5-7-1.b.4) says that speed assignments are not to be made inside the Final

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Approach Fix or less than five miles from the runway. But you may find yourself being instructed to maintain some speed “as long as practicable.” Obviously, they know that at some point you’re going to have to get slowed, configured, and stable before touchdown. That point may be different for me than it is for you, but do what you can in an effort to cooperate and be considerate of your fellow aviators. Personally, I like to be fully stable - configured for landing, on speed and on glide path - by 500 feet in VMC, and 1000 feet in IMC, and if not, a Go Around is in order. If you need something different, be sure to tell them. And if you’re uncomfortable or unwilling to comply with this instruction, don’t be afraid to use what I think may be one of the most underutilized words in the aviation lexicon: “Unable.”

The important thing to remember is that we’re all part of a team up there, and the ground team - ATC - has a somewhat limited set of tools they can use to coordinate our arrivals. Among these are heading, altitude, and speed control. It’s our job to fly these requests as accurately and timely as we can, and by doing so, we can all get on our way as safely and expeditiously as we can.

Fly Safe! Fly More! Have Fun!

Mike Jesch

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## **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](mailto: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](mailto:mcjesch@gmail.com)

or

Dana Glidden - 714-932-3129

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

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## FULLERTON AIRPORT PILOT ASSOCIATION

4011 West Commonwealth Ave., Fullerton, CA 92833

[www.fullertonpilots.org](http://www.fullertonpilots.org)

Contact phone# 714-290-2512

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