



NEWSLETTER



**FAPA President
Bob Guetterman**

As you well know one of the great joys of flying is missing the heavy evening traffic one encounters during the weekend or a holiday. The other day I flew my wife up to Cable airport so she could spend the night with two of our daughters. And even

with pre-flight, we got her there long before the time it would have taken to drive. I snapped a couple of shots on the flight home. You can see the bumper-to-bumper traffic on the 57 for my return flight. And the views we get while flying sure beats the view of taillights. But the greatest joy is hearing my wife say how much she enjoys flying and can't believe we get to do this! Apart from *"slipping the surly bonds of earth and dancing the skies on laughter-silvered wings"*, being able to share that joy of flying with those we cherish is one of the greatest delights of flight.

That's the joy I am experiencing and seeing at Fullerton Airport as we take the time to connect with others at our home roost. All the events of last year gave opportunity for people to get to know each other and connect on several levels.

One of the funnest events was the **KFUL Holiday Party** in December. It gave several of us from different organizations at KFUL a chance to connect over planning the party, and it seemed like the almost 200 people who came had a great time... (It was hard to get everyone's attention in some cases LOL!) We had more raffle prizes donated and given out than ever before. We also had the privilege of presenting

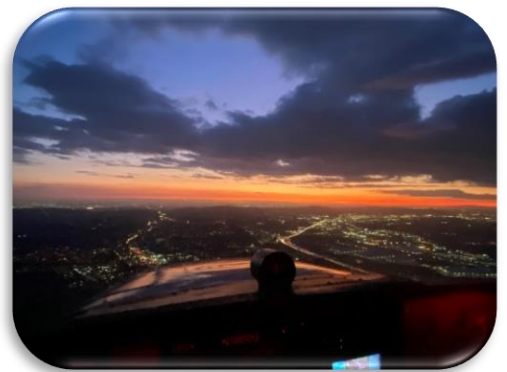
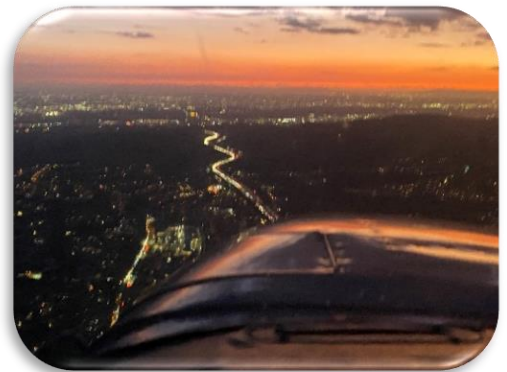
Vladimir Lange with the **FAA Master Pilot award**. The

overwhelming generosity and support for the event was to say

the least...overwhelming!! Thank you **Mike Simms** at **Hangar 21** for allowing us to use your facility, and the generous contributions of several others including **Sabi Apai** from **FlyKFUL**, **Garrett Hess** from **Fun Outside Aviation**, the great people at **General Aviation**, (Continued on next page.)



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Ben Kellog at *Ben's Motorworks*, **Jamie Tanabe** at *A Journey with Wings*, **Cameron LaFont** and the lady pilots of *Fullerton 99s*, and **Ray Stratton** with the *Smoke Eagles Flying Club*.

It took a lot of us working together to host a wonderful night of fun and relaxation!! Thank you all!!

In 2024, the **FAPA Monthly Safety meetings** will continue to meet the third Tuesday of every month, and **beginning March 17th**, due to the renovations of the City Building, we will meet at **Hangar 21**. We are also looking forward to an **Airport Day** on **June 1st**, another **Tenant Appreciation Barbecue** on **June 18th**, several events sponsored by the **Fullerton 99's**, and last, but not least, another **Holiday Party in December!**

Thank you for your contribution to building the airport community and network at KFUL! It could not be done without you!!

Bob Guetterman

President, Fullerton Airport Pilot Association



FAPA Membership



If you are not a FAPA Member, scan the QR Code or click on this link, [FAPA Membership](#), to go to the Website Membership page. 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.

Reporting Systems

By Mike Jesch



I know that it seems like we are often drowning in paperwork these days. Ever try to buy a house? The paperwork is astounding! But every document in that package is there because somebody somewhere in the history of time tried to screw somebody else in some other real estate deal, and the solution was to require a document that prohibits, or at least advises about that kind of problem. In our world, Aviation, it's similar in many ways. It's all about a paper trail to document that something is, or went, wrong. In the basic form, take the annual inspection of your aircraft. An entry is required in your airframe logbook that "this aircraft has been inspected in accordance with an annual inspection and is in airworthy condition." If that sentence is not in your logbook, the airplane is not airworthy and is therefore not legal to fly. Even if you *know* the inspection was completed last week, you're not legal to fly until that sentence is in your logbook. The job's not done 'till the paperwork's done.

Regarding our operations in the NAS, we have several ways to document that things are not as they should be. If a gate isn't working properly at the airport, you can probably send an email to the airport manager's office, or even call them up on the phone, report the issue, and they're pretty good about getting it taken care of. But, there is seldom a record of the report, and there is no accountability required, and trends are not tracked.

Things ratchet up a little bit if there's something you see that is a little more serious. I recently flew at night to another airport and saw several runway edge lights that weren't working properly on one of the runways. This sort of thing should at least be sent in to the NASA Aviation Safety Reporting System (ASRS). In this way, a track record of the problem can be started, and if several pilots were to report the same issue, a trend will be established, and in addition to getting the problem fixed, perhaps a notification can be created and disseminated to the rest of us about the problem until it can be fixed.

The ASRS system comes with another purpose, the one that most pilots think about when they think of this system: Something of a Get-out-of-jail-free card. If a pilot stubs their toe and makes a mistake, perhaps violating a regulation in the process, the act of submitting an ASRS report can - in certain circumstances - allow the pilot to avoid the sanction that may follow after a pilot deviation investigation.

NASA Reports are de-identified and summarized in a monthly report, called the ASRS Callback. In this way, other pilots are made aware of things that reporting pilots saw in the system, and have an opportunity to learn from others' experiences and mistakes. Reports can be made at this link: <https://asrs.arc.nasa.gov/>

The next level up is the FAA Hotline report. This is an on-line report made directly to the top level of the FAA. Two recent reports that I'm aware of resulted in voice phone calls within a day or two from an FAA Operations Inspector who was tasked with chasing down the issue. In one case, a pilot involved received some additional training, resulting in a safer airspace system for all of us. These reports are tracked and documented, and cannot be ignored. FAA Hotline reports may be made at this link: <https://faa-aae.my.site.com/s/hotline>.

I know that it can be quite satisfying to complain to other pilots, or make posts online about things that happen around the system, but the only way - or at least the best way - to really get to the bottom of a problem and get change made is to report it by one of these official reporting mechanisms.

Fly Safe! Fly More! Have Fun!

Mike Jesch

Vice President - Fullerton Airport Pilot Assn

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BEN'S MOTORWORKS



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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:

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Fullerton, CA 92833

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Airport News and Updates

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



February is shaping up to be a busy month here at Fullerton Airport. The following events and projects are likely to impact you in some fashion so please take a close read.

AIRPORT OPERATIONS –

The Helicopter Association International (HAI) show is returning to Anaheim Convention Center February 26-29th. We have been chosen to be the staging airport for both show helicopters and demo flights. We have done this twice before and it is a very exciting event with helicopters arriving from all over the U.S. and other Countries. On Wednesday, February 21 we will be closing Taxiway Bravo to park helicopters which will begin arriving Thursday, February 22nd. Roughly 30 helicopters will be staged and then sequenced over to the helipad at Anaheim Convention Center on Friday. During this closure, the Taxiway connectors will be open at Charlie, Delta, Echo and Fox-Trot to allow north side tenants to cross the runway to Taxiway Alpha before entering or exiting the Runway. Taxiway Bravo should be reopened Friday evening once the helicopters have all departed.

The week of the Show, Tuesday -Thursday both Bell and Airbus Helicopters will be using our airport for factory demonstrator flights with potential customers. Hangar 21 Helicopter will be hosting the factory demo crews and customers. We plan to limit access across the south ramp and we also plan to close the run up area for Runway 24. Run ups can be accomplished during this time in front of executive hangars 41-44 or on Taxiway Alpha, traffic permitting.

CAPITAL PROJECTS –

Fullerton Flight Center Renovation (Former AFI Building) – On January 18 we received a total of 11 construction bids from eligible contractors and the lowest bid received by SS&K Construction was just under \$2.4M. This is a full million dollars over our engineers estimate from a year and a half ago, so I am asking for a loan from the City General Fund to cover the expense and keep this project moving. It doesn't make sense to hold off as construction and labor costs continue to increase at an alarming rate. We expect to award the construction contract and receive loan approval from City Council on February 20th, so construction start is expected in March.

Runway 06 PAPI Install – Our contractor is in the process of securing materials and permits and we expect construction to begin also in March. I will be providing more specific information on this project and any operational impacts once we are ready to begin construction.

EVENTS –

Airport Day 2024 – We held the first planning meeting last week and are looking forward to a great open house on Saturday, June 1, 2024. Event will begin at 10am and wrap up at 3pm.

If you have any questions, concerns, or comments I am always interested in hearing them. Please contact me during business hours at (714)738-6323, or send me an email at brendano@cityoffullerton.com

Junior Aviators By Tim Lloyd

This past year has been filled with more milestones and accomplishments for the Junior Aviators division of FAPA. Besides the dozen first solos, we had five students obtain their Private Pilot Certificate, one Instrument rating, one Commercial Pilot Certificate, one CFI and one CFII. We've also received word that two of our former members have been hired as pilots by major airlines. These milestones are exactly why we started this program six years ago.

With all this flying comes a lot of maintenance. In 2023, the Cessna 152 (N49285) flew 514 hobbs hours and the Tom Mauss Cessna 172L (N1967S) flew 351 hobbs hours. These hours add up to eight 100 hour Inspections, two annuals, and 16-20 oil changes. In the past six years, the C-152 has flown 2100 Tach hours (2650 hobbs), which means we were nearing TBO and time for an engine overhaul. We decided to go with Ly-Con Engine Rebuilders and, after seven months, we have a newly overhauled core engine. Thanks to the numerous helpers that braved the torrential rains on a stormy weekend, we were able to complete the install in just over two days. The engine is running great and still within the 50 hour break-in phase of operation.

We currently have 40 active pilots and eight Instructors. As they say, it takes a village! With so many volunteers and dedicated instructors, we can give our members solid starts on their aviation careers.

We continue to offer great airplanes for a low cost, giving local youth ages 16-23 the opportunity to pursue the dream of becoming private pilots or even commercial pilots. Our C-152 is available for members at \$85 an hour and the C-172 for \$120 an hour, which translates into a significant savings for these young aviators. We appreciate everyone's help and enthusiasm for our program.

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.

FULLERTON AIRPORT PILOT ASSOCIATION

4011 West Commonwealth Ave., Fullerton, CA 92833

www.fullertonpilots.org

Contact phone# 714-290-2512
