



# NEWSLETTER



**Jim Gandee -  
President FAPA**

## A MESSAGE FROM JIM...

At the end of every year many think out loud about how that year could have possibly gone by so fast! Well, I'm asking out loud to all, where did this past year go and how could it have gone by so fast? Now that I've completed my sixty third flight

around the sun I can confirm the old axiom; the older we are the faster time slips past! Alas it's not all bad! We have more time in our log books, have made more memories, gone on more vacations, spent more money at Aircraft Spruce and have enjoyed another year of life on our beautiful planet!

Let me talk a little about hangar and tie down neighbors. One of the best parts of flying and hanging around at the airport is meeting and sharing quality time with the folks who keep their planes nearby. They are often some pretty special people who come from all walks of life. As a general rule they are successful in their chosen avocation and usually pretty responsible. They'll lend a helping hand at a moments notice and share their tools, knowledge and whatever else they have that might be needed. They'll come to your rescue when your bird breaks then invite you to their hangar party to share their food and drink. You'll get help fueling your bird and pushing it back in its spot when done. They'll also often stop by to shoot the breeze when you're behind on a project, twisting wrenches on your

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Jim Gandee.....Pg 1*

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engine or trying to program some avionics gizmo. They'll slow your progress to a crawl and they may even try to tell you how you should be doing whatever you're doing. They've been known to look over your ride, nitpick this or that and ask a million questions that drive you crazy. I tell you what though; I wouldn't trade any of them for anything! Everybody together is what makes our hometown airport so special and I'm grateful to be a part of it!

A couple of shout outs to some very special FAPA members is in order. David Reser who heads up our Applied Science and Learning Division continues to spearhead the Thatcher CX5 build project. You might recall that program teaches kids, anyone really, how to build an aluminum airplane from plans! The plane is coming along and is actually beginning to look like an airplane! Tim Lloyd is now presiding over the Junior Aviator Division. You might recall that FAPA purchased a Cessna 152 and makes it available

to Junior Aviators for sixty five dollars per hour, WET! The goal of course is to make GA as affordable as possible. Your FAPA dues help support both of these programs but we could use all the help we can get both in dollars and time donation. If you're wondering where to donate your end of year dollars for tax purposes please think of your FAPA.

One interesting ATIS item to note and file in your data base. I routinely fly to Laughlin Bullhead City (KIFP) where the weather is VFR about ninety five percent of the time. When recording the ATIS the controllers, instead of reporting the actual weather, often use the phrase "better than five thousand and five." That's the only airport ATIS I've ever heard use that phrase rather than indicate the actual weather so I did some checking. Sure enough in the AIM, section 4-1-13 it clearly states "The ceiling/sky condition, visibility, and obstructions to vision may be omitted from the ATIS if the ceiling is above 5,000 feet and the visibility is more than 5 miles." That means if there is a 6,000 foot overcast with 6 miles visibility you could theoretically listen to an ATIS and hear "better than 5,000 and 5" thus not have a true picture of the weather at the field. Considering the priority the FAA places on safety I'm surprised they permit this but it is what it is. We learn something new everyday in aviation and this was certainly new to me.

I suppose it's normal for us to reminisce at each years end and I, for one, am eternally grateful to be one of the relative few who have the skill and ability to fly an airplane and reap the rewards thereof! As pilots we get to see the world from a special perspective, which is from the front seat with a one hundred and eighty degree view. Anyone can buy an airline ticket and look sideways through a dinky, dirty, and often scratched, excuse for a window. How fortunate are we!

Merry Christmas and Happy Holidays to you all!

Fly safe!

Jim Gandee  
President

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WELCOME OUR NEW MEMBERS!

September  
*Drew Darling*

October  
*Don Johnston*  
*Roman Vazquez*

November  
*Jonathon Zisakis*

program. We are still hoping to begin construction sometime in FY2021.



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](mailto:brendano@cityoffullerton.com)

**AIRPORT  
MANAGER  
UPDATE**

**TERMINAL  
REHABILITATION  
PHASE 2**



**Brendan O'Reilly**  
-  
**Fullerton Airport**

At the October 15<sup>th</sup> Fullerton City Council meeting we received approval to move forward with this project, for a total not to exceed \$8.5M.

C&S Companies Inc., a well-rounded airport consulting firm has been selected to prepare an Initial Study and Negative Declaration/Mitigated Negative Declaration under the California Environmental Quality Act (CEQA), and bridging documents which will allow us to solicit a design-build contractor. There is still a lot of planning and engineering to be done, as well as lining up the financing through the Caltrans Airport Loan

**LO-CAL SOCIAL NEWS**

**OK BOOMER, GET  
OFF MY LAWN!**



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

I see a lot of conversation these days about the relative benefits of one technology over another, which often seems to be wrapped up in generational differences.

I had to laugh when, just last week, the phrases in this month's title were used in a single conversation online. It brought the entire issue into stark and honestly, hilarious, focus for me.

Every generation seems to think it has the corner on the market as far as the best and brightest. We older folks (did I just call myself that???) seem to think the younger generation has it easy, or doesn't know what it's talking about. For their part, the younger sometimes seem to think we are stuck in the past, unable - and/or unwilling - to appreciate the value in the latest and greatest. I get reminded of this by my twenty-year-old daughter on a regular basis...

Personally, I sort of straddle the line. I'm right at the tail end of the Baby Boomer generation, though I'm old enough to remember Project Apollo (my father worked on it), and I've somehow, already, had a lengthy career in professional aviation. I'm young enough that I've become a big fan of the latest glass instrument technology to hit the runways of general aviation. I've been flying modern transports with Flight Management Computers and Primary Flight Displays for nearly 30 years now, and the advent of GPS on these aircraft has been a relatively seamless integration. RNAV approaches weren't even a twinkle in Captain Jeppesen's eyes when I started, and NDB approaches have largely gone the way of the Dodo Bird now. Many of our new hire pilots were born after I was hired, but I've yet to fly with any. So far, the youngest pilot I've worked an airliner flight deck with was born about six months before I was hired. He did a great job, naturally, and I envy what will surely be a long and hopefully successful career for him. I have worked a couple flights on which ALL FOUR flight attendants were younger than my career; that sure made me feel old!

Whatever the issue: Rich of peak versus Lean of peak; GPS versus VOR, or even ADF or The Range; Paper charts versus Electronic Flight Bags; Tricycle gear versus Conventional gear, and the subset of Wheel landing versus Three point landing; Whole airframe parachutes or no; Pitch versus Power for Airspeed versus

Glide Path; Bernoulli or Newton; heck, probably even High wing versus Low wing! There are strong, often generational differences of opinion, that will not be easily solved. But they need not be solved, either.

The truths of these matters are, that there often are perfectly good reasons behind each opinion on all sides. The gray areas in between are large enough for two, and usually more, perfectly valid positions and exceptions abound, so there's no reason for either side to insult the other. Instead, let's just learn from each other and, in this way, expand our horizons a little bit and become better for it. Times change. Technology advances. We should too.

I remember a camping trip with my father once, a Navy veteran from late in WWII. We were stargazing one night, as we often did, and got into a rather contentious discussion about whether Polaris, the North Star, was the star pointed to by the end stars in the bowl of the Big Dipper, or was the last star in the handle of the Little Dipper. It is not in any case, and despite that old Gerry Rafferty song, the "brightest light that shines". I no longer recall which one I thought was right, and which one he did, but that doesn't matter. What I absolutely do remember, is that it turns out we were both right!

So, if you find yourself wanting to say "Get Off My Lawn!" or "OK, Boomer", I would suggest taking a breather for a moment, step outside your base of experience, and consider listening to that other person for a bit. You might learn something. And, it might make you a better pilot, even if you don't agree in the end.

Fly Safe! Fly More! Have Fun!

Mike Jesch

Vice President - Fullerton Airport Pilot Assn  
ATP, Master CFI  
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**THE GIFT OF FLIGHT**

By Tom Mauss

Perhaps you agree with me that being a general aviation pilot is a privilege. We get to see the world much closer and experience the beauty of flight rather than being stuck in a middle seat of a commercial airliner at FL350. In exchange for that privilege many pilots decide to “give back” by doing flights for a charity. There are several charities one can choose – you can simply GOOGLE it or go to AOPA’s website for a list of charities looking for pilots and planes.

My personal journey has led me to Angel Flight West, based in Santa Monica.



I have been doing flights for Angel Flight West over the past couple of years and found the experience very fulfilling. Angel Flight West provides flights for non-emergency medical need patients who need help with transportation for medical procedures and services. In particular, I have chosen to do the “blood flights” where I pick up totes of blood and blood products and transport them to a gathering site based in San Bernardino. Angel Flight West has a well organized website for scheduling and keeping track of one’s flight history for later review and tax purposes.

And, if you think you have an interest in doing charity flights – using your piloting skills for the benefit of others – giving back, well, do some investigation and find an organization of interest.

**SURPRISE GUEST AT NOVEMBER FAPA MEETING**

By Tom Mauss

At our last month’s meeting, Jim Gandee asked a young man to come up to the microphone and share with the group his story. Jack Zisakis came up front and spoke to the group about how he became engaged in aviation and where it is taking him today and in the future. A couple of years ago Jack was in high school and attended the Wings Over Fullerton Airport Day. He became fascinated with aviation especially as he visited the FAPA Applied Sciences and Learning Division display aircraft and spoke to David Reser, Allen Cooper and Dana Glidden about how aircraft are built from the ground up. Jack joined up with the FAPA Applied Sciences and Learning Division and worked on the build up of an airplane. He later continued his interest by interning with Larry Ziegler at AFI in the shop. Since then Jack has gone on to become an A&P and pilot. He has joined up with an organization known as “Missionary Flights International (MFI)”, based in Fort Pierce, Florida and will eventually be a missionary mechanic and pilot. MFI provides transportation, emergency services, and logistics to the Bahamas, Haiti, and the Dominican Republic flying turbine powered DC-3s. According to MFI, they handle about 250 tons of cargo and flights for over 4,000 Christian workers every year.

Jack, on behalf of FAPA – we wish you our best in your career!

*FAPA would like to express our appreciation for you, wishing you a Merry Christmas, Happy Hanukah, Happy Holidays, and a Happy New Year!*

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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!



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## **FULLERTON AIRPORT PILOTS ASSOCIATION**

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