



FAPA NEWSLETTER

FULLERTON AIRPORT PILOTS ASSOCIATION



**Jim Gandee –
President FAPA**

A MESSAGE FROM JIM...

As yet another year winds down I'm reminded of the cliché that the older we are the faster time seems to go. This latest trip around the sun sure has gone by quickly as it seems like just last week I was taking down the Christmas tree. The Holiday

Season is a special time though, a time of reflection, special family time, a time of thanks and a time of giving.

This past year has been a terrific time for FAPA. We've seen our Junior Aviator program, headed up by Van Richardson, Tim Lloyd and others continue to provide qualified teens with access to a beautiful Cessna 152 for \$65 per hour, WET! Nowhere that I know of can a student pilot rent an aircraft for less. This terrific, affordable program opens the door to many potential pilots that just would not be able to even dream about flight training otherwise!

Our Applied Science and Learning Division, led by David Reser, continues to teach kids (14 and older) the art of aircraft fabrication. The group is currently building a Thatcher CX5 tandem tail dragger from plans! That's right, from plans! If you're not familiar with that term it means that no part of the aircraft is premade, all parts and pieces are fabricated from paper drawings that depict dimensions, material type, etc. The entire aircraft is being built by the students who are learning how to interpret drawings, bend

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aluminum, drill, rivet, measure, etc. David is currently being assisted by Allen Cooper and Dana Glidden all of whom willingly share their knowledge and time to teach these youngsters valuable life skills no longer available in most public schools.

True to our objectives FAPA is doing our very best to encourage and support aviation and the wonderful lifestyle that entails. Of course all of the programs we provide come with a cost. Those costs include aircraft support, materials, parts, aircraft and liability insurance and more. Through various donations of capital and time we have successfully managed these two programs as well as our monthly meetings and safety presentations. However, we continue to search for and seek out additional funding streams that will allow us to keep these valuable programs operational. Therefore if you would like to support FAPA's cause please consider donating, even small amounts help. Maybe your employer, friends or neighbors would like

to contribute. As a reminder FAPA is an approved and recognized 501c3 organization and we can provide all donors with documentation for tax purposes. Please contact me for more information, if you have any questions or would like to donate.

Fly safe!

Jim Gandee
President

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



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

**PASSENGER
BRIEFINGS**

I suspect that there are a lot of pilots out there who aren't really doing such a great job with completing required passenger briefings. It is required (by FAR 91.107), for every flight, but some of us give it short shrift. This particular reg doesn't cover the airline flying I do, but if you've ever taken a flight on an airline, you've probably ignored the entire briefing along with the other 159 of your fellow passengers! You might even have had a chuckle about the video taken on a flight a few months ago during a depressurization event, in which most of the passengers were wearing their oxygen masks incorrectly.

The first "real" paragraph in the reg says that we have to tell our passengers how to fasten their seat belts and shoulder harnesses. If you're taking first timers for a ride, keep in mind that airplane seat belts no longer look or work like the ones in your car. It's one thing to show them how to buckle up, but don't forget to demonstrate how to unbuckle it too! Be sure to show them how to use the shoulder harness too. You do have shoulder harnesses, don't you? If not, I can't recommend strongly enough that you get right on that, drop another AU, and put in some real nice inertial reel harnesses. It's one of those things that - when you figure out you need them - it's too late.

Next paragraph tells us that once we've told them how to work the seat belts, we next have to tell them to use them! And paragraph 3 says that everybody's gotta have a seat (if they've had two or more birthdays), and sets forth some requirements for those seats. The rest of the reg

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is filled with some minutiae about child seats and booster seats, and a bunch of other stuff. While we're talking about seats and belts, show them how to adjust their seat so it's more comfortable and in the right place.

That's it for the requirements, but you can probably imagine that we might want to include a little more. For instance, it's a good idea for folks to know how to get out of the airplane, so spend a moment to show them how the doors work. If your airplane has emergency exits (Bonanzas and P-Centurions come to mind...) demonstrate their use as well.

I've gotten into the habit of also discussing communications. Show them how to wear a headset, turn on the ANR, and place the microphone properly. I tell them what our call sign is, and explain that when they hear that, it means somebody is trying to talk to us, and they need to hold the conversation for a bit while I finish talking to ATC. I'll put my open hand up as a signal to pipe down for a bit, and if they don't I explain that I'll use the isolate function of my intercom system. After describing how it works, I tell them that if they're trying to talk to me and I'm not responding, that I've probably isolated them, so just give me a poke and I'll bring them back in to the conversation as soon as I'm done with the radio.

You can add anything you want to the briefing covering any other gear you have, like fire extinguishers, windows, lights, electronics charging, music systems, whatever you want. Just remember that for the uninitiated, it's all brand new. Don't forget to cover these basics even for experienced travelers, Instructors (we love to get a good briefing on a lesson!), and pilot friends. If your plane has retractable landing gear, talk a bit about extra noises and kerthunks so you don't make them nervous.

Showing the location of sick sacks or barf bags can be a comfort to nervous flyers, or it might

put an unwelcome idea in their head, so gauge your audience and use your judgment. On that subject, if you have a passenger who is worried about motion sickness, I personally don't like to recommend Dramamine or Bonine. I feel a bit nervous about recommending a medication to someone I don't know. I have had excellent results from ginger, though. Ginger ale, ginger snaps, candied ginger and ginger capsules, pretty much anything with ginger in it usually does the trick. One passenger was concerned because she was nursing a baby, so she took some ginger on our departure leg and felt fine the whole way. She forgot to take it with her, though, and she had some motion sickness on the way back. My wife takes it on SCUBA trips, and hasn't gotten sick on a boat in years.

In my Cessna, I always do this briefing before we've boarded. This way, I can make sure they can get a good look at all aspects, and answer any questions that arise while I'm not distracted by trying to operate the plane.

Don't forget to take care of this critical piece of information for your passengers and crew, on every flight. Just knowing that you have this gear, you've thought about how it works and how important it is, and stressing that you've never had to use it before and hope not to today, can help ease concern on the part of your passengers.

Fly Safe! Fly More! Have Fun!

Mike Jesch

ATP, Master CFI ASME IA
2016 LGB District FAA Team Rep of The Year
Vice President - Fullerton Airport Pilots Assn
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Brendan O'Reilly - Fullerton Airport Manager

AIRPORT NEWS AND UPDATES

Its official folks... Fullerton Airport Day is moving from May to June. We believe that this change will allow greater participation for many as well as better weather

(fingers crossed) for the event. If you're interested in volunteering for the Airport Day Committee or would like to display your aircraft, please contact the airport office early next spring.

Please Save the Date for Saturday June 22, 2019, from 10:00am to 4:00pm.

TERMINAL REHABILITATION PHASE 2

We are eagerly awaiting conceptual drawings for the new Airport Administration building. Once we have these drawings along with a site plan we will start the permitting process with the City which will include reviews, environmental findings, and City Council approval. If all goes well we would expect to begin construction in early 2020.

HANGAR INSPECTIONS

Airport and Fire Department staff completed initial hangar safety inspections on November 5th and 6th. Some of you may have received a 'Notice of Violation' and should have either corrected the situation or contacted the office for clarification. Re-inspections will occur during the week of December 3rd through the 7th.

As I mentioned last quarter, the airport has seen a steady increase in demand for aircraft storage. For this reason we have notified the non-aeronautical storage tenants that they must be

completely moved out by July 1, 2019. Similarly, current tenants who are storing aircraft that are not operable will be asked to either restore their aircraft to an airworthy state or risk eviction.

The pilot shortage that was predicted some 25 years ago is finally here, along with a generally healthy economy. This has created a trickledown effect throughout the industry which is indeed good for general aviation. We are seeing many new student pilots here at FUL, with a steady increase in operations and people joining our waiting list. I believe that FUL is well positioned to accommodate the increased activity, and by taking the steps outlined above we will be in an even better position to be the hub of GA in Orange County.

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

Pie in the Sky

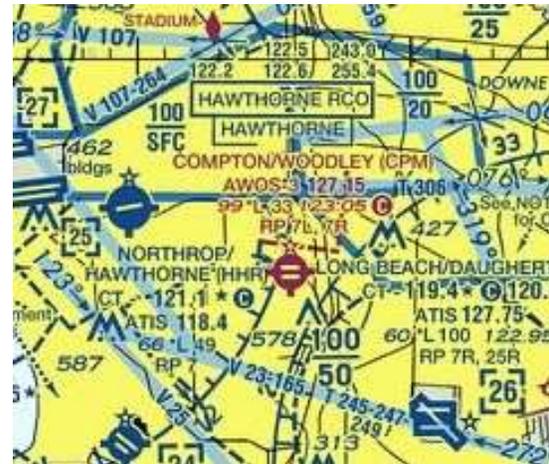


COMPTON DC-3 GORMET CAFE (KCPM)

Compton Airport has a little gem that is becoming more widely known, the DC-3 Gourmet. Yes, a short flight from KFUL, and you do have to be very aware of your airspace as it is easy to bust Long Beach, Hawthorne, or the LA Bravo - but with a little prior planning you'll be in for a treat.

Located next door to the Tomorrow's Aeronautical Museum - a site to see - with transient parking just east of the museum, the DC-3 Gourmet is actually the front fuselage of a DC-3 on a food truck - it is the kitchen. The airport provides spacious and comfortable seating and the service is exceptional. Open from 8:00 am to 9:00 pm Mon - Sat; 9:00 am to

5:00 pm Sunday. You can order a prime rib dinner for only \$23 - WOW!



KCPM Compton/Woodley Airport

CTAF/Unicom: 123.05

Runways 7L/25R and 7R/25L

CHECK IT OUT! VERY REASONABLE, VERY DELICIOUS!



GPS ANOMALIES

According to AOPA there have been more than 170 notices issued for GPS interference in 2018, mostly in the Western United States and growing across the country. These interference exercises have been conducted by the Defense Department for purposes related to military preparedness to meet new threats. The effect on general aviation is a potential loss of GPS navigation. AOPA is actively addressing the



potential risks and dangers to the general aviation community with the FAA.

What can you do? First, be aware of the GPS Interference NOTAMS and their content. Yes, some of these are incredibly geographically broad, but awareness is the first step. Second, utilize back up navigation instruments like VOR navigation. Third, guess we could use some brushing up on “dead reckoning” as well. Last, when you experience GPS disruption you can report it on the FAA GPS Anomaly Reporting Form located on their website. When you do experience an outage be sure to check how many satellites your GPS system is tracking as requested on the report.

Tom Mauss

KFUL AOPA ASN (*Airport Support Network Volunteer*). You can reach me at mauss@att.net

WELCOME OUR NEW MEMBERS!

September
Robert Rivera

November
Grant P. Beining
Michael Kobel

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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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