



NEWSLETTER



**Jim Gandee -
President FAPA**

A MESSAGE FROM JIM...

FAPA members, to say the last few months have been a wild ride is the understatement of the century! I certainly hope you and your members are all safe and healthy! As pilots we are so darn fortunate that we can jump into our planes

and temporarily escape the craziness. I know many of you have posted Facebook photos of your travels and it sure has been fun to see those adventures. Please don't forget that FAPA has a fb page and we'd love to see you post your adventures and flights there as well!

I've been spending a fair amount of time in Bullhead City, AZ. My wife and I enjoy the clear desert air and skies as well as the friendly folks we come across here in a relatively small town. Across the Colorado River and just below the Davis Dam is Laughlin, Nv. Its casino row perched along the scenic banks of the usually lazy river provides for all types of adult fun, kinda like a mini Vegas. The entire area is a mecca for boating, personal watercraft, fishing, off roading, hiking, shooting and more. During the summer months it does get a little warm as it's not unusual to see the mercury pushing 110° and higher! But, as they say, it's a dry heat thus it feels more like 80°. Yeah right! Water is the key to beating the heat. With the sixty mile long Lake Mohave to the north and sixty miles of river south towards Havasu there's plenty of beautiful water to play on. The towered airport (KIFP) is located on the AZ side of the river and

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Jim Gandee.....Pg 1*

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easy to fly in and out of. I suggest you hangar your plane if you stay overnight as the summer sun will just cook it alive. The next best option are good sunshades, but they won't protect against hail damage that may occur in the monsoon month of August. Even with its 8500' long runway and 707' elevation during the heat of summer density altitude can rear its ugly head. The airport sits at the bottom of the Colorado River valley with 4,000' mountains to the west and 5,000' mountains to the east. Climb out in the desert heat can be a challenge as you'll be fighting to maintain some sort of a decent climb rate all the while struggling to keep the CHT's cool. Signature is a full service FBO complete with a crew car. Any of the casinos will pick you up from the airport and provide free transportation to their location. Surprisingly, the cost of a casino hotel midweek room is usually less than fifty bucks! Of course, the casino is betting that you'll be betting and we all know what that usually means! So there's my mini PIREP of KIFP and the surrounding area. Any questions shout out!

I think by now most of you are aware that FAPA has recently become a stand-alone organization. The FAPA board voted unanimously to separate from the SoCal Pilots. FAPA remains completely supportive of our SoCal Pilot friends but we found that FAPA had different goals and we needed the autonomy to support our Junior Aviator and Applied Science and Learning Division as well as get our new RedBird G1000 simulator up and running. If you haven't already, please visit our new webpage at fullertonpilots.org. Your membership has been carried over to the new FAPA site and you should receive an email advising you when it's time to renew. The site is credit card safe and we never share personal information! We are continuing to add new features and improving the site. If you uncover a glitch please advise and we'll get on it right away! If you're a computer wizard and wish to help us out with the page we'll be grateful for your help.

As you all know FAPA's last two monthly safety meetings have been via Zoom due to the COVID-19 virus. In April FAPA VP Mike Jesch shared his 787 upgrade experience. And in May A/P Steve Ells (former maintenance expert for the Cessna Pilots Association and now writer for several aviation magazines) discussed aircraft engine operations. We have received very good feedback from those that have participated in the online meetings. I suspect that our June meeting will also be via the Zoom platform but I'll keep you all advised as we await direction from officials. Our goal is to return to our normal meetings at AFI as soon as it is safe.

Fly safe!

Jim Gandee
President

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

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WELCOME OUR NEW MEMBERS!

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**AIRPORT
MANAGER UPDATE**

COVID-19



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

The worldwide pandemic caught The City of Fullerton off guard and unprepared, like much of the world. Fortunately, the Airport was able to respond

rather quickly by stepping up our hygiene practices and altering staff schedules to keep workers apart from each other. Staff has been daily sanitizing our bathrooms since early March. While I have been mostly working from home, I frequently drive around the airport and continue to meet with staff each week. Monica has been in the office fielding phone calls, paying bills etc. I expect to be able to return to the office and open the airport lobby in the next few weeks.

Although our restaurant and helicopter tour business have both been hit hard with revenue losses, most flight training schools have been operating although at somewhat reduced capacity. We haven't had any hangar turnover due to the pandemic, and in fact are getting more calls about our hangar waiting list. We look forward to things getting back to normal this summer.

TERMINAL REHABILITATION PHASE 2

This is certainly our biggest and most exciting project underway. Unfortunately, we will see some delay with this project, namely because the environmental review process calls for public participation. Our draft CEQA Initial Study has been received and the process incorporates a public review and comment period. This is usually done with a large public meeting where folks can discuss and ask questions. We will need to wait until Phase 4 of the Governors reopening plan to conduct such a meeting. All in all we will need to revise our

schedule, but we are certainly planning to move forward with this project in its entirety.

AIRPORT DAY 2020

This year's event had to be cancelled due to the pandemic. We are hoping to explore new event ideas which may be smaller and more manageable for staff and City resources. We are open to ideas that you may have and we can always use more volunteers. Some of the ideas we have discussed are holding a Fly-In, Young Eagles events, Career Day at the Airport, etc.

**AIRPORT OPERATIONS AND
MAINTENANCE**

Our staff continues with renovations to the Brian Douglas Hangar bathrooms. One restroom is complete and the other will be completed this summer. If you visit the airport at nighttime, then I'm sure you may have noticed that we have replaced many of the hangar floodlights with new LED units. As the older units fail, we will replace them with these newer, much brighter units.

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



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

DESCENT MANAGEMENT – KEEP IT SIMPLE

When ATC issues your approach clearance, it follows a standard litany. For the purpose of this illustration, I'll use the ILS Rwy 26L at KPOC as an extreme example, but the issue I'd like to talk

about today is the same everywhere, and on any type of approach. Your clearance will go something like this: "Two miles from LIZZE, fly heading 280 to intercept, maintain 4,000 until established, cleared ILS approach." With obvious differences for various airports, it essentially almost always follows this pattern.

Looking at this approach, you can see in the profile view that there is both a maximum (6000) and a minimum altitude (4000) over LIZZE, then a 3200 foot minimum altitude on the next leg, which comes into the Final Approach Fix over STAGY.

As far as descent planning, I see a lot of pilots level at 4000 feet until they pass LIZZE, then chop the power and descend at a normal rate of descent – usually at least 1000 FPM – until reaching 3200 feet, and then level off again. At this altitude, they'll intercept the Glide Slope at STAGY and start their normal descent on the approach.

Perfectly legal. Perfectly safe. And, what many instructors teach. You would pass a checkride using that technique. But, how many times did you change power, pitch, and trim, using this procedure? I count three. Looking just a little closer at the approach, note that we only need to descend 800 feet on this segment. Notice also that this intermediate segment is 7.6 NM. Do the math on that ($800/7.6$), and you'll see that you have to descend at a gradient of only 105 feet per NM. Even if you're flying at 120 knots (top end of approach category B, which is your

maximum allowed speed on this approach...), this comes to a descent rate of just 210 feet per minute. At a more normal speed of 90 knots, we're talking only 167FPM. Not much of a descent, right? In my mind, it's adding a lot of extra work for yourself, and creating three opportunities to screw up your altitude, right at what is usually just about the busiest period of any flight. Especially if you're in actual weather. And especially if you're tired at the end of a long flying day.

Allow me to propose a better way. My technique, and what I've been using and teaching for years, is instead, just maintain that IF altitude (4000 feet in this case), until the Glide Slope becomes active. In this case, it will center at roughly 2.6NM prior to STAGY). Once the GS centers, reduce your power (and/or select landing gear down and/or approach flaps), retrim, and establish your final approach segment descent rate according to the chart (you can find the descent gradient chart on the last page of the Digital Terminal Procedures Supplemental manual – available for free in ForeFlight and elsewhere). This particular approach has a pretty steep glide slope at 3.92° , but even still, you can see the descent rate necessary will be 850FPM at the maximum 120Knots ground speed. At a more normal ground speed around 90 knots, we'd be looking for just over 600 feet per minute.

Using this technique, you instead execute one power/pitch/configuration/trim change, stabilize earlier, and fly it much more smoothly. Your passengers will appreciate this, and it reduces your workload. By reducing the number of changes, you improve safety as well.

So, include a look at this descent planning when you're reviewing your approaches. Determine whether you'll need to get right down right now, say, if the GS cross the IF at the minimum altitude. But usually, you'll find that upon crossing the IF, the GS needle is above you, indicating the desired vertical path is above you. If this is the case, there's no need to hurry

down. Instead, just hang out where you are, wait for the picture to develop (the GS to center), and follow it down. Less is more!

Fly Safe! Fly More! Have Fun!

Mike Jesch

Vice President - Fullerton Airport Pilot Assn
ATP, Master CFI
mcjesch@gmail.com



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. For now, we are meeting on ZOOM so please be sure to register at fullertonpilots.org – meetings start at 7:00 pm. When we can meet together, we serve hotdogs, bratwursts, drinks, desserts, and chips before the meeting beginning at 6PM. Meetings start at 7PM. Join us!

AOPA REQUESTS EXTENSION TO SFAR 118

By Tom Mauss

According to the AOPA, several general aviation advocacy groups, along with AOPA, have requested an extension to SFAR 118 which provides extensions to aircraft owners, pilots, and operators in light of the COVID-19 pandemic.

In the AOPA’s June 1, 2020 press release the following requests were made:

- An additional one month of flexibility for pilots, operators, and certificate holders to comply with certain training, recent experience, testing, and checking requirements provided in SFAR 118.
- Additional relief until September 30 for duration of medical and renewal requirements (including those for instructors and knowledge tests) provided in SFAR 118.
- Relief for pilots, operators, and certificate holders who face expiring experience, testing, checking, duration, medical, and renewal requirements in July, August, and September 2020.

THE GOOD OLE DAYS WILL RETURN, BUT WHEN?

By Tom Mauss

If you are like me, you really miss getting together on the third Tuesday at 6:00 pm for a FAPA Bratwurst, chips, and drink; and you miss catching up with your pilot friends to exchange stories and catch up in general. At the writing of this article Governor Newsom has eased some restrictions but gatherings are limited to 25% capacity and no more than 100 people, whichever is less. Though I’m not sure what the capacity of the AFI hangar is, I’m sure with today’s requirements we would have more attending than capacity would allow.

For now, I am thankful for media platforms like ZOOM where we can all get together and keep our skills honed up. The last two presentations went off very nicely and you all were pretty flexible about things.

But there will come a day when can get back together, eat bratwurst, see our friends and eventually forget that we had a short period of time where we could not meet together.

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