



# NEWSLETTER



**Jim Gandee –  
President FAPA**

## A MESSAGE FROM JIM...

My annual inspection is due in April; I just cannot believe it's been a year already! I've already started a punch list of things I need to take care of and I'm currently in the lining up the parts mode now. Some of the items on my list are little things like the

Mic and Phone jacks on the pilot's side are reversed according to the labels. I'm pretty sure they accidentally got reversed during the ADS-B upgrade last June. My Mags are a little more important and they'll shake the money tree a bit to take care of as they're approaching the five hundred hour mark. Since my T210 is turbocharged the Continental TSIO-520 mil uses the Slick 6320 pressurized Mags to keep the spark properly organized at the lower barometric pressure that comes with higher altitude. The highest I've ever taken N21BM is FL250 but the book approves flight up to FL270 and in the rare air up there the last thing I need is a misfiring Mag thus it's time to overhaul. Slick Mags are sometimes referred to as "throwaway Mags" due to the fact that the overhaul cost can approach the cost of new ones. Decisions, decisions!

Many of you know I twist most of the wrenches on my plane, guided by my IA/AP of course, per the FAR's. Over the twenty three years I've had this plane I've come to learn a lot about it, have gained a deep understanding of its systems and quirks, and

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Jim Gandee.....Pg 1*

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God only knows how much money I've saved. During that time I've amassed a fair collection of many of the "normal" tools like wrenches, screwdrivers and pliers, etc. but Primitive Pete says "Always use the right tool" thus I'll share with everyone some specialty tools that I've found necessary to keep the prop turning, completing a job a whole lot easier and will often save some knuckle skin too. First and foremost somewhere in your hangar you simply must have an air compressor! I use it for everything from airing up the tires and powering pneumatic tools to drying my hair. (That's a joke since most of you know I'm almost bald!) A drill press follows the compressor closely for need. When a precise hole is required there is simply no other option. A quality set of cylinder compression test gauges (suggest you get the one with the Master Orifice built in) will help determine the continued health of your engine, again air compressor required. To keep the Mags properly timed you'll want a "Buzz Box" and as long as we're talking ignition you'll want a

pneumatic spark plug blaster, electrode gapping tool and feeler gauges. To reinstall the cleaned plugs you'll need a 1/2 inch drive torque wrench in foot pounds and for smaller jobs a 3/8 drive torque wrench graduated in inch pounds. An oil filter cutter is a must as well as a long, flexible magnet (most often used to retrieve dropped hardware), a strong flashlight and several inspection mirrors. Needle nose pliers of various shapes and lengths have been most helpful throughout the years as have a variety of different shaped dental picks. No one gets by without safety wire pliers and a variety of safety wire; you'll need those just to change the oil. A rivet squeezer comes in handy, don't need it too often but when you do nothing else will work. It seems like I use the vice and bench grinder pretty often and the parts washer sure comes in handy cleaning up dirty, greasy parts. My latest acquisition has been a Bore Scope. What a useful tool, and required by Continental by the way, to inspect the inside of each cylinder and all valves.

With all the tools comes the need for a small collection of hardware and other supplies including a tube of Dow Corning DC4 (o-ring lube) and spark plug thread lubricant. So now that you know I'm a tool guy shopping for a Christmas present for me should be pretty easy! P.S. If you need to borrow something give me a shout out.

As most of you are aware FAPA's Junior Aviator program makes available a beautiful Cessna 152 for \$65 wet to participants in the program. In keeping with FAPA's non profit status and our objective to encourage young adults to learn to fly we accept donations from those individuals and businesses that share our goals and therefore desire to support our program. Recently, Dretloh Aircraft Supply reupholstered the interior of our 152 at no cost. They did an outstanding job and it looks great! They're a local company located at 2830 E. La

Cresta Ave. Anaheim 92806. Next time you have interior needs for your aircraft please consider supporting those who support us. When you call Dretloh Aircraft Supply at 714.632.6982 ask for Mark Holte and when discussing your project thank him for his support of our program!



Speaking of the Junior Aviator program, we need CFI help! FAPA provides the aircraft to our Junior Aviators but they're short of CFIs. We've got some really dedicated people who have put this valuable JA program together and we need your help to keep it going. If you're a CFI and enjoy providing instruction to a great bunch of gung ho students please let us know. You can set your own hours/days of the week, fly when and how often you like and you are free to set your own rates. How much

better can it get? Interested CFI's please contact Van Richardson at 714.747.3167 or [vanmrich@att.net](mailto:vanmrich@att.net) or Tim Lloyd at 562.221.0871.

Lastly, we are already planning this year's Fullerton Airport Day and have pushed it back from the previous years in May to Saturday June 22. If you would like to participate or help out in any way or have an interesting or unusual aircraft you'd like to display please reach out to me.

Fly safe!

Jim Gandee  
President

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



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

**AIRPORT  
NEWS AND  
UPDATES  
AIRPORT DAY  
2019 on June  
22<sup>nd</sup>**

As we mentioned in the last newsletter, we're excited to start planning our open house event which was

historically held in May. We feel that the move to June will be better for a number of reasons and we're hoping to have a better attended event. Planning and organizing has already begun, so make sure to note the date change in your calendars.

**AEROSPACE AND AVIATION DAYS 2019**

The Association of California Airports and the Aerospace States Association, and other aviation groups have teamed up to hold the 6<sup>th</sup>

annual Aerospace and Aviation Days at the State Capitol on Wednesday, April 3<sup>rd</sup>, 2019. The event will feature static displays, booths, and educational seminars. The Association of Unmanned Vehicle Systems International, Cal Pilots, Civil Air Patrol and others will be on hand to give legislators an inside look at the importance of our industry to the State of California.

If you would like to attend this event, please visit the website: [www.caaviationday.com](http://www.caaviationday.com) for more information.

**NEW FIREFIGHTING EQUIPMENT  
COMING TO FUL**

The airport has purchased two compressed air foam firefighting systems (CAFR's) which will be mounted to the Operations vehicles. We have procured one (10) gallon foam system and one (30) gallon foam system. These units are not inexpensive, and it took a long time to complete the procurement process through specialized vendors. However, they have finally arrived and we are in the process of mounting the units to our trucks with the help of our Fleet Management crew.

We will be working with Fullerton Fire Department to put together a basic familiarization training program for airport staff as well as FBO line staff. When seconds count, this equipment can save lives and there is nothing more important than that. I'm very happy that FUL is in a position to equip our staff with these important tools and I'm happy to be part of a collaborative City effort to improve public service for all tenants and users of the airport.

**TERMINAL REHABILITATION PHASE 2**

We are just finishing up the Design Development phase of this project. Cost estimates are being finalized and conceptual drawings were shared at last month's FAPA

meeting. The design calls for an entirely new stand-alone building next to and just west of the current airport administration building. Features would include new office space for airport staff, a large multipurpose room, and a



*Project designed by Development One, Inc. Architects, J. Bruce Camino, NCARB, AIA*

second floor observation deck where folks can come out and watch airplanes.

This project is expected to be done in three phases, with completion taking several years. I will share more information as it becomes available to us, including cost estimates and proposed schedules.



*Project designed by Development One, Inc. Architects, J. Bruce Camino, NCARB, AIA*

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)

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WELCOME OUR NEW MEMBERS!

December  
*Jason Corl*

January  
*Will Clark*  
*Lorri Kobel*  
*James Percy*  
*Ken Rubin*

February  
*Michael Cannata*  
*Arthur Gonzales*

March  
*Donald Wood*

Pie in the Sky



**FLABOB AIRPORT CAFÉ (KRIR)**

One of my favorite airport cafes is Flabob Airport Café located at Flabob Airport (KRIR).

The airport was established in 1925 making it a true historical aviation gem. The founders of the airport were Flavio Madariaga and Bob Bogan. Take the first three letters of Flavio's and Bob's name and you come up with "FLABOB". The building originally was the



cookhouse of the NCO Club at Camp Haan. Flabob Airport is also home to EAA's Chapter 1 founded by Ray Stits. Upon arrival you'll notice that several Douglas DC-3's, and the Flabob Express is a strong attraction at the Fullerton Airport Day.



The restaurant is owned by Brenda Hernandez and one of the servers is her daughter Brenda (Yes both Mom and daughter have the same

name). I recently visited the restaurant for lunch on a Tuesday and the place is busy yet very comfortable. There is a nice patio area on the airport side of the restaurant with plenty of seating to watch airplanes take off and land.



The café is open 6:30 am to 3:00 pm daily. The portions are plentiful and service quick. I ordered a chicken fried steak breakfast and I must confess there were no leftovers due to my lack of self-control.

Flying from Fullerton Municipal Airport to Flabob Airport is a quick flight. If you use flight following you'll be handed off to Riverside Airport (KRAL) Tower for the transition. Flabob Airport is a non-towered airport so make your calls as there can be traffic in the pattern. If you choose to go without flight following you'll likely make calls with Chino Airport (KCNO) and Riverside Airport (KRAL) for transitions to Flabob Airport.



**KRIR Flabob Airport**

CTAF/Unicom: 122.8

Runways 06 and 24,  
3,190 Feet x 50 Feet

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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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