



NEWSLETTER



**Jim Gandee –
President FAPA**

A MESSAGE FROM JIM...

Dear Members, over the past several months the FAPA board has been in discussion about its relationship as a chapter of the So Cal Pilots Association and the future objectives of FAPA. Clearly, FAPA is very grateful for the

assistance of the So Cal Pilots Association in helping to launch the Fullerton Chapter several years ago. Over the past several years FAPA has become a standalone 501(c)3 organization and developed two separate divisions in pursuit of achieving our goals and objectives of promoting General Aviation in general and specifically at Fullerton Airport. The Junior Aviator Division provides access to a certified aircraft at the lowest possible cost and the Applied Science and Learning Division instructs interested youth in aircraft fabrication techniques and processes.

FAPA’s overall business model has developed to the point that the executive board has unanimously determined that FAPA must now move forward as a standalone organization. Although FAPA will continue to support the SoCal Pilots Association, the relationship between the two organizations is undergoing change. Negotiations remain in progress and overall roles have yet to be finalized.

How will this impact you?

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- FAPA has developed its own user-friendly website, complete with a member database, that will be made available to all members at the appropriate time.
- There are no changes to the scheduled third Tuesday monthly safety meetings held at AFI’s facility. You will continue to receive WINGS credits for attending the meetings and our schedule of topics and guest speakers will continue to be robust.
- Membership fees remain unchanged at \$35.00/year. We will grandfather your paid fee to So Cal Pilots until its annual expiration date. For example, if you paid your fee to So Cal Pilots Association in February 2020, we will show you as a FAPA paid member until January 31, 2021. If your So Cal Pilots membership fee expires in April 2020, then you will pay the \$35.00 membership fee directly

to FAPA. A new FAPA website has been developed to serve our members' needs – a separate email will be sent to you with username and temporary password in the next week as well as more information about the website's capabilities.

- As a Chapter of the So Cal Pilots Association a significant portion of your membership fee was sent to the SCPA for administrative purposes. Now, membership fees will 100% be utilized by FAPA to promote the organization's mission of serving our general aviation community at Fullerton Airport.
- FAPA has submitted to So Cal Pilots Association a request to honor FAPA member "no-fee" attendance to any So Cal Pilots Association chapter safety meetings (Orange County Chapter and Chino Chapter) in exchange for a "no-fee" attendance by So Cal Pilots Association chapter members attending a FAPA meeting. This was submitted to continue a spirit of support and cooperation between our organizations. A decision is pending at the So Cal Pilots Association Board and once we have word on their decision, we will notify all FAPA members.

At our next meeting, March 17th, we will provide an update and allow for a period of Q&A by members regarding this change. I look forward to seeing you at the meeting.

WHAT DOES IT TAKE TO OWN A PLANE?

By Jim Gandee

I'm often asked by others "What does it take to own a plane?" Wow, what a loaded question! Believe it or not there are many ways to respond to that question, mostly based on the balance of

one's checkbook! It's not unlike the answer to the question, "What makes an airplane fly?" One could delve into the aerodynamics of wings, Bernoulli, pressures etc. but the real answer, and one that all aircraft owners know all too well is, MONEY!

There's absolutely nothing like opening the hangar doors, pulling your baby out and heading off to a distant location. No questions, no TSA, no baggage check, no freeways and no big brother. Man, that's freedom! Sure, you can say the same about pulling your car from the garage but everyone drives a car and they all seem to be on the same congested freeway going nowhere fast!

So, what does it really take to own your own plane? The simple answer, if you're a billionaire, is a big fat checkbook! Not unlike the owner of a fancy Italian sports car, if every time there's a squawk the plane sees a shop, another hefty check is written. But what if you drive a Toyota, what does it take for that guy to own a plane? Again, the answer's not so simple. From my perspective owning your own airplane requires passion, desire, mechanical skills and the ability to get your hands dirty and learn about the machine that's taking you aloft.

The key to twisting your own wrenches is developing a relationship with a good Airframe and Powerplant (A/P) technician that is willing to teach, mentor, supervise, and inspect your work. After a good while and several repairs down the road there's less and less supervision and more inspection. Of course, you have to have your own wrenches. The truth is you'll need a big, tall rolling red toolbox full of all sorts of items that mostly say things like Craftsman, Snap On and even Harbor Freight. Parts and Service manuals are a given, if you haven't got those all the tools in the world won't help. Tool supply is not part of this discussion, so I'll save that topic for another newsletter issue.

Let's not forget that as an owner you are responsible to address all of the Service

Bulletins and Airworthiness Directives (AD's) that are issued. This is where the owner's world can get rocked a little now and again and why it behooves one to always build a little buffer into the airplane financial reserves.

Service Letters/Bulletins are issued by the aircraft manufacturer and outline service that the manufacturer deems important to continued airworthiness. For part 91 operations these SB's are not regulatory thus it's up to the owner to comply or not comply. Usually SB's are written to maintain the fleet, some of which are being used in a severe environment. Therefore, your hangar queen may not require monthly lubrication of the elevator trim jack screw. Best to apply common sense here as compliance with many/most of the SB's will keep your beautiful machine up to spec even though it might cost a few extra bucks.

AD's are a whole other story! They are straight from the FAA and carry the weight of force. AD's are mandatory! When the FAA issues an AD it's usually because of a part failure or a series of failures that can affect the entire fleet of a certain type of aircraft. Recently an AD was issued on the main carry through wing spar of many Cessna 210's. This AD was the direct result of an Australian based 210 that suffered a sudden and complete wing spar failure in flight with a resultant loss of life! It turns out the 210 in question had a highly modified airframe and spent most of its life at 1000' AGL conducting pipeline patrol, and other surveys, where the turbulence is often the worst. Cutting to the chase, I suddenly had to comply with an AD and rather quickly as the AD specified a time limit of sixty days! Ultimately the main wing spar required a visual inspection for corrosion, eddy current testing for cracks followed by the application of three different types of corrosion preventative treatment. To expose the spar the headliner must be removed (that's a job in itself!) followed by the four oxygen cylinders as well as the O2 manifold lines and the O2 bottle hangers. The eddy current technician tested the

entire lower spar cap for cracks and luckily found none. Cessna has stated they're working on making a new spar available and estimating the cost to be between 30 and 50 thousand dollars! That doesn't count the installation labor! GULP! The tested spar area must then be masked off and prepped for the three spray coatings; 1. Alodine. 2. Two-part epoxy and 3. Cor-Ban 23. Of course, since the O2 bottles are out it'd be foolish not to have them hydrostatically tested (required every five years). Even though they have a year's life remaining the work to R and R them is worth not having to do it again next year. The total cost to comply with the AD with me doing all the labor was right about one AU. (1 Aircraft Unit= \$1000)





From Homes to Hangers,
I can help you buy or sell
the property you need.



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So, what does it take to own your own airplane? The answer is simple. It depends on the type of car you drive. A Maserati driver only requires a fatter checkbook. The Toyota driver has to want to get his/her hands a little dirty now and again. Excuse me while I go wash the grease out from under my fingernails!

Fly safe!

Jim Gandee
President

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

ADVERTISING RATES
 Business Card Size: \$140 annually
 Quarter Page Size: \$270 annually
 CONTACT: TOM MAUSS AT mauss@att.net for more information.

WELCOME OUR NEW MEMBERS!

December
Brian Brown

January
Scot Barth
Robert Beckwith
Jonathon Steele

**AIRPORT
MANAGER UPDATE**

**TERMINAL
REHABILITATION
PHASE 2**



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

Progress continues on this very exciting project. Since our last newsletter we have issued a Request For

proposals (RFP) for a Design-Build contractor. We have also applied for an Airport loan with Caltrans Division of Aeronautics. Additionally, we have received a draft Initial Study which is a major milestone in the CEQA Environmental process. We are still hoping to begin construction sometime in FY2021.

AIRPORT DAY 2020

Please mark your calendars for this year's event on **Saturday, June 13th from 10am - 3pm**. Last year's event drew approximately 6000 local folks, with many young children and young adults. No big program changes are planned as we have continued to receive positive feedback from visitors last year. AFI Flight School has agreed to sponsor a local aircraft display competition where trophies or plaques will be awarded for categories such as best homebuilt, longest aircraft on the field, most unique, etc.

**AIRPORT OPERATIONS AND
MAINTENANCE**

This is the time of year when we have to be on top of the rapidly growing infield grasses and weeds throughout the entire airport. You will likely see our mower operating frequently as well as weed spraying. Our staff has also done some renovations to the Brian Douglas Hangar bathrooms. One restroom is complete and the other will be completed this Spring. We believe that having clean, comfortable restrooms is one way we provide great customer service here at

FUL. Be sure to give our workers a wave next time you see them around the field.

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

**TIME TO TURN AND
DO THE TWIST**



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

By Mike Jesch

Also called Mnemonic Devices. I've been doing a little instrument instruction lately, a few Proficiency Checks and new (or even old) avionics familiarization

and integration training. One thing I've noticed is that often nothing happens as we cross the Final Approach Fix. At least, the pilot often doesn't do anything. The FAF is there for several reasons, and chief among them is that it's the last check before landing that you're really ready to proceed. When I earned my Airplane - Instrument rating, lo these many years ago, my instructor taught me a nifty little mnemonic device to remember what needed to be completed or checked as we begin the final approach. In the years since, I've been using a slightly modified version of hers, but it's a fairly common one, and I hear it quite often in online circles. It doesn't really matter what you use but use something to remind you of what needs to be done.

The one I now use is just a series of Ts: Time, Turn, Twist, Throttle, Tires, Talk, Think. Let's visit each of these in order.

Time: Start your timer. These days, many approaches don't use time to determine when you're at the MAP, but enough of them do that it's worthwhile remembering the habit on all of

them. Before you get here, especially if you're doing an approach that does use time, know what your estimated time to the MAP should be, so that this is actually useful information for you.

Turn: The aircraft to the final approach course heading. Obviously, if your Intermediate segment is the same, then you shouldn't have to turn, but enough of them (I'm looking at you, AJO VOR-A approach) do, that it's good to stay in the habit.

Twist: The OBS or Course Pointer to the final approach course setting. On ILS and RNAV approaches, it doesn't matter, but it sure does on a VOR! Best to stay in the habit.

Throttle: Once established (within ½ dot lateral deviation) reduce the throttle to start your descent. One common way to fail an instrument check ride is to initiate this descent before you're established on course. If you're not established, how can you know that it's safe to descend? It's worth thinking here about the old Dive And Drive versus the modern Constant Descent Final Approach method. It's rarely the safest thing to drop like a set of keys to the MDA any more. Sure, you can get down below a ceiling quicker and start searching for the field, but it's possible to destabilize your approach and require some fast actions to not bust below your MDA inadvertently.

Tires: Gear down and locked. I also suggest having at least your approach flaps selected at this point. Many pilots like to wait on their landing flaps until landing is assured, and I'm okay with that, but when you break out and will be touching down in seconds, I think it's a lot to destabilize the approach at that moment.

Talk: Call the tower and report FAF inbound, or switch to advisory frequency. Yes, you're waiting for your approach controller to tell you to switch over, but you should be ready for this, and if you don't get the handoff, ask, if you can, or just switch over. In the case of a CTAF, I listen to the frequency on the second radio prior to the

switchover so I have an idea of what I'm flying myself into before I get there. Also, in a non-tower situation, I like to avoid using fix or approach names, and prefer to give a direction and distance from the runway. That's more useful information, especially to a VFR-only pilot who probably has no idea what you're talking about.

And finally, Think: Think for a bit about this approach. Do you have the correct frequency tuned and identified? Are there any instrument flags? Is the course guidance selection correct? Make sure the CDI is set to VLOC for a terrestrial approach, or GPS for a satellite approach. If it's an RNAV, do you have the correct approach guidance level indicated, LPV or LNAV? If you see TERM, the navigator has not switched to approach mode and you must go missed and try again. What is your FAF crossing altitude if you're on a vertically guided approach? This is your chance to make sure your altimeter is set correctly and you're on the proper glide slope. What is your DA/MDA? What are the first couple steps in the missed approach procedure?

Whew! That's a lot of stuff! But, it's critically important stuff, especially if the minimums are lower. You don't want to do nothing at the FAF, and I've found it useful to have an organized list of things to check and it gives me the reassurance that I'm truly ready to execute one of the most difficult things to do in aviation: An instrument approach procedure.

Fly Safe! Fly More! Have Fun!

Mike Jesch

Vice President - Fullerton Airport Pilot Assn
ATP, Master CFI
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LEGISLATIVE UPDATE

By Tom Mauss

As your Fullerton Airport AOPA Airport Support Network Volunteer I periodically

receive updates from AOPA’s Western Regional Manager, Melissa McCaffrey, regarding some of the legislative work related to general aviation. The following is an excerpt from Melissa’s report:

California:

- AB 245: AOPA has learned that it is likely AB 245 will come back into play sometime this summer. We will continue to work with CA aviation groups and stakeholders to ensure our position is heard. Without a change to the current language, AOPA will not be able to support this bill and will continue to be in opposition. This position is in lockstep with the other GA industry groups, including the Association of California Airports, the Southwest Chapter of the American Association of Airport Executives and California Pilots Association.
- SB 988: Recently introduced, this bill will look to hold the State accountable in tracking the destination of revenue from aviation fuel. The State of California is not in compliance with FAA policy on fuel tax revenue and its clear there is a serious diversion that has been happening for years. SB 988 is a first step in reaching compliance with the federal aviation fuel tax revenue policy. When enacted, the bill will create a reporting mechanism with which the state and local governments can accurately track aviation fuel tax revenues and subsequently disburse the revenue to appropriate accounts.

NATIONAL NEWS

- AOPA, along with other industry stakeholders are strongly supporting legislation introduced by Senator Inhofe (R-OK) and Senator Duckworth (D-IL). This will be a top priority for AOPA at the national level – and could have a great

impact to aviation at the local level. AOPA is seeking support across the aviation community. We are asking for state and local organizations (pilot associations, type clubs, industry providers, etc.) to sign on to this letter as a show of support. Thank you for those who helped and signed onto the letter. We are still happy to accept signatures, email me if you are interested.

- The NCAA will focus on four areas:
 - Aviation and Aerospace STEM Curriculum Workforce Development
 - Economic and Safety Data Research
 - Industry Cross-Disciplinary Collaboration

As a community of pilots we are very fortunate to have several organizations acting on our behalf to preserve our freedom to fly.



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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