



# NEWSLETTER



**Jim Gandee -  
President FAPA**

## A MESSAGE FROM JIM...

This entire Covid year has been one that can't end soon enough! We've suffered through social distancing, masks, restricted activities and no Oshkosh! That's why when the idea of a substitute KOSH trip was floated my wife and I jumped at the

chance! After several hangar meetings with various FAPA members we finally settled on a route. Anyway, after some discussion our group decided we'd all join up at Dayton, OH, where we'd tour the Air Force Museum and all of the Wright Brother's sites. What route you took to KDAY was up to you but the plan was to all be there on a specific date.

My wife Rene and I departed a couple of days early and spent time with family at our place in Bullhead City, AZ. A few days later at 0-dark thirty we departed KIFP and headed for Pueblo, CO for fuel and lunch. Leaving early, we beat the afternoon thunderstorms over Colorado and enjoyed a beautiful flight over the majestic Rockies at 16,000'. Even though we were IFR eastbound ATC will occasionally assign an even altitude for a variety of reasons not limited to traffic, weather, terrain clearance, etc.

KPUB had cheap self-serve fuel and as we ate our picnic lunch under the wings we watched the towering CU's rapidly build over the mountains behind us. Next stop was Kansas City, MO. That's correct, Kansas City is in

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Jim Gandee.....Pg 1*

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Missouri! At KMKC there was absolutely no parking on the tiny little ramp so we had to find a spot on the grass about a quarter mile walk away. Good thing I brought my own Oshkosh tie downs! And out of the "it's a small world" vault who do I run into on the ramp but Stan Magnuson! For you old timers you might recall Stan was a fixture at KFUL during the 70's and 80's. He now flies corporate jets out of KMCK. The following morning brought clouds and thunderstorms all along our route of flight to Dayton, OH. This was the first leg the XM and ADS-B weather radar got a real work out as I was using them both to deviate around cells. Ironically this last month's Flying magazine featured an article comparing XM to ADS-B and I agree wholeheartedly that the XM radar is a much superior product! Arriving into KDAY we broke out of the clouds and were cleared for a visual approach with the instruction to keep it in tight as there was another thunderstorm 2 miles off the approach end of the runway! Once on the ground the skies opened up and the rain dumped down out of the now purple sky!

If you've never been to the Air Force Museum, I highly recommend it! Plan at least two full days if you'd like to see everything. The museum is free but the food there...let's just say it's not exactly five star! From the Wright Brothers bicycle shop to the Huffman Prairie flying field to their grave site the Dayton area offers much to see, do and learn about the inventive brothers who provided the world with wings.



The weather was beautiful departing KDAY but the forecast was filled with weather enroute to Frederick, MD. All four aircraft in our contingent filed IFR and it would surely be necessary. Once again, strategically the XM kept us clear of the thunderstorms. Notice I didn't say clear of the weather as we all flew through plenty of clouds and rain and some bumps too! The clouds weren't too low at KFDK but nonetheless there's something pretty magical about flying the ILS and seeing a wet, jet black runway at twelve o'clock and two miles when you break out. Too bad AOPA headquarters was locked down due to the virus as we had hoped for a tour. One special treat was that we all got to meet Jessica Cox who had flown in from Tucson in her Ercoupe. You may recall that Jessica has inspired so many by her determination and perseverance as she qualified for her pilot certificate even though she was born with no arms! After some local sightseeing, namely the Gettysburg battlefield

our FAPA contingent flight of four departed for KFFA, First Flight airport in Kitty Hawk, NC.

Leaving KFDK we all had to head east to avoid the Washington SFRA which took us right over Baltimore then south down the Chesapeake Bay. Holy Big Bay Batman, I didn't realize how large the Chesapeake Bay is. We flew over it for forty five minutes and were still over the Bay! We lucked out with the weather as it was a beautiful blue sky, Chamber of Commerce day for our landing at KFFA. Note to self, the airport is surrounded by tall trees thus the runway itself is not visible from a distance due to the slant angle. Thus if you're at pattern altitude five miles out you will not pick up the runway until you're on top of the airport. To say that landing at KFFA is inspirational is an understatement! After taking pictures with all four of our aircraft with the Wright Monument in the background we all hiked up to the monument to pay homage to Wilbur and Orville and silently thank them for their invention. Inscribed onto the base of the granite monument is the following: "In commemoration of the conquest of the air by the brothers Wilbur and Orville Wright, conceived by genius, achieved by dauntless resolution and unconquerable faith."





Since there's no overnight parking at KFFA we all jumped over to Manteo, Dare County Airport to tie down where we picked up our rental van and headed for a hotel on the outer banks of Kitty Hawk. This was the final airport our group landed at and from here we all took separate directions home. Rene and I continued south to St. Augustine FL. where we enjoyed friends, the beach and warm gulfstream waters. True to Florida weather it rained everyday

starting about 1300-1400 hrs. We had planned to get down to the Keys but an approaching Hurricane dictated otherwise and we headed west for home.

Departing out of KSGJ we, once again got the wings wet as we slogged our way in and out of the clouds and rain westbound along the FL panhandle and into Louisiana where another ILS was required to get fuel at KHDC, Hammond airport not far from New Orleans. Out of Hammond our goal was to meet up with a buddy near Dallas but a huge line of thunderstorms forced a deviation to KDWH, Hooks airport just outside of Houston. The next morning found us hanging out at the FBO for a few hours till yet another line of thunderstorms rolled past then it was off to Carlsbad Cavern airport in NM. Enroute, you guessed it, we saw the inside of more clouds and dodged more thunderstorms. I can say this with certainty; Northwest Texas is huge and has a whole lot of nothing.

Area wise KCNM covers a lot of acres and has four runways aligned in every direction thus you'll never have to land in a crosswind there! Carlsbad Caverns is beautiful and a must see if you've never visited. It can be chilly for some so be prepared with a sweater or light jacket.

Two days later off we were back to Bullhead, KIFP with a quick stop at Cottonwood, AZ (P52) for cheap fuel. Believe it or not this was one leg that we did not have much in the way of weather to deal with. However, when flying across the Mogolion Rim (between Show Low and Prescott) note that it is very hostile terrain with not much in the way of viable off airport landing sites should an emergency occur.

Safely home at KFUL we saw that we had flown roughly 4,700NM in 32.8 tach time hours. What a great trip and with the absolute best people, FAPA members! The moral of my story is: 1. Go see our great county in your airplane! It's available to us even through this Covid time. 2. Although a cross country flight like this can be

made VFR I highly recommend and encourage any VFR pilot to obtain an instrument rating. It will make you a better, safer pilot and open up travel options that are currently unavailable due to weather. 3. Weather is what you see no matter what the briefer says. 4. East of the Rockies the weather is altogether different than what we're used to here in the Southwest. It rains a lot in the summer and the sky is often filled with plenty of thunderstorms. 5. ATC can be extremely helpful; use the tools they have to offer (like ground based real time weather radar) but remember you're flying the plane. 6. A turbocharger and O2 give you options. 7. Flying early often avoids the worst of the weather.

Always remember, Fly Safe!

Jim Gandee, President

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WELCOME OUR NEW MEMBERS!

JUNE

*Ben Amen*

SEPTEMBER

*Donald Mikami*

*Kristina Perrigoue*

*Chaz Perrigoue*



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

**AIRPORT  
MANAGER  
UPDATE**

**COVID-19**

If you joined us for the September FAPA zoom meeting you have heard that FUL has seen relatively low impacts with regard to pandemic business losses. We do have two hangar vacancies at present, but I believe these are due to movement of folks out of California, more than COVID-19 related. With regard to operations counts, we are actually doing even

better than I had previously mentioned. Our monthly traffic counts for January and February 2020 were both very close to 6500. Although March and April traffic counts were down to approximately 4000 per month, we have been on a steady upward trend towards an unusually high of 7290 for the month of August. For reference, we had just over 6500 operations for the month of August 2019.

Wings Café has been allowed to offer inside seating again for the past three weeks at 25% capacity. This option, along with their large outdoor tent gives diners an option to suit their comfort level. For the time being please continue to call ahead and make an appointment if you need anything from the Airport Administration office. The terminal doors are still locked to the public, but the bathrooms are accessible through the restaurant for restaurant customers.

**TERMINAL REHABILITATION PHASE 2**

We have revised our schedule due to the COVID 19 setback, but we are certainly planning to move forward with this project in its entirety. Our CEQA Initial Study has been completed along with bridging documents which will be used by the Design-Build contractor once selected. We plan to attend the City Council meeting on November 20<sup>th</sup> for full authority to move ahead on this exciting project.

**ENHANCE RUNWAY EDGES PROJECT**

This project will repair the runway pavement edges, which are failing due to soil erosion. The project will be funded by FAA Airport Improvement Program grant (90%) and a State Matching Funds grant (5%). The City will cover the remaining 5% of the costs. Construction activity is proposed to begin late next summer. As the project will require runway closures, there will be more information and even a focus group meeting to discuss schedule as we get closer to the beginning of construction.

**AIRPORT OPERATIONS AND MAINTENANCE**

Airport staff conducted refresher training with our truck mounted foam fire suppression units. FAPA’s own Jim Gandee was kind enough to help with this training, pointing out the intricacies of our apparatus and lending a real world perspective to our employees.



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

## TRAFFIC PATTERNS

As I fly around the country, and fly with other pilots, I see quite a variety of techniques when it comes to flying the humble traffic pattern. Every flight

begins and ends with a traffic pattern at your chosen airports, so we're operating quite often in this environment. If we keep in mind that one of the primary reasons we use a traffic pattern around an airport is to put yourself in a place where other aircraft are expecting you to be, it stands to reason that when you're flying a standard pattern in a reasonable manner, you will be more visible to other aircraft. And that is a Good Thing.

Recently I read an essay about how to land a particular type of airplane (I'll leave the type out of it because the nuggets to which I'm going to refer apply to all airplane types). It seemed to me that this article's main thesis was to NEVER turn more than a standard rate turn in an airport traffic pattern. I found that I got so hung up on this serious admonition that it was hard for me to get to much else in the article, so I thought maybe I should bring this up.

Let's say you're flying an airplane that has a speed of 90 knots on the downwind leg. A standard rate turn (a turn of 3 degrees of heading change per second) is going to be about 14° of bank, give or take, and by definition will take a full minute to turn from your downwind leg, through the base leg, and continue to final. In this time, you will have covered 1-1/2 NM of ground distance, and the diameter of this turn will be just about 1 mile. In other words, your downwind leg would have to be one full mile away from the runway in order not to overshoot the final approach. This is not even counting any straight portion at all on the base leg. And,

it's not counting the effects of any tailwind or headwind as you turn base. According to the Airplane Flying Handbook (AFH), your downwind leg should be 1/2 to 1 NM offset from the runway, so you're already at the maximum recommended distance. I've personally seen patterns much wider than that.

One reason given to avoid turns steeper than this is that in a turn, your stall speed is raised, increasing the risk of an accelerated stall in the traffic pattern, truly a scary situation. I plugged these numbers into a G-load calculator, and it says the G factor in a 14° bank level turn is 1. In other words, there is no increase in load factor, and no increase in stall speed. So far, so good. Next, I plugged in a 30° bank angle, and it says the G factor will be 1.2, leading to a stall speed increase factor of 1.1. In other words, the no-flap stall speed in my 182 would go from 48 knots to 52. Not much of an increase at all. And this is calculated for a level turn. The fact is, the turns from downwind to base and base to final are descending turns, with a much lower G load, and a smaller increase in stall speed. Using a 30° bank turn instead reduces the turn diameter to less than 1/2 mile, much more in line with the recommendations from the AFH. Plus, it reduces the time it takes to make the turn from one minute, to about 26 seconds, more than doubling the time you spend in wings-level flight, making more time available for traffic watch.

Another argument I hear for shallower turns is to keep it smooth for your passengers. I just flew my mother-in-law in my airplane, and she was nervous as all get out. I did 30° bank turns with her, and she felt completely comfortable on the entire flight, and remarked about how smooth it was. So clearly, the angle of bank is not the issue. I submit that it's more important to use the proper amount of rudder on entry and exit from the turn, to maintain good coordination throughout the turn. Your passengers will notice a side-to-side jostling much more than they notice the angle of bank. This takes

practice, and attention to detail. Perhaps a little re-familiarization with the aerodynamics of turns to reacquaint yourself with the concepts of adverse yaw, overbanking tendencies, and the like, is in order.

No matter what bank angle you use, and especially for that base-to-final turn, if you find yourself overshooting the turn, for any reason, do not be tempted by the urge to steepen the bank angle even more. Simply maintain the bank angle you've selected until the airplane has turned enough to be on a decent intercept angle for your final approach, or go around. Do not step on the inside rudder in an effort to force the nose around more. Instead, go around. On your next approach, think about why you overshot that turn and make adjustments. Did you simply turn too late? Did you have a tailwind? Were you going faster than you intended? Fix any or all of those, and take another go at it.

Another thing I frequently see (and it seems like I'm seeing it more and more at FUL lately...), is the extended downwind. Obviously, I'm not talking about when the tower controller asks you to extend, but when you're the only airplane in the pattern. The AFH recommends starting your base leg when the runway is 45° behind the wing. If you're flying a pattern at 1/2 NM away as recommended, this means that you would turn base about 1/2 mile past the approach end of the runway. But, if you're flying a B-52 bomber pattern and are over a mile away, that is going to force you to turn base an extra distance beyond as well. And, I've seen patterns much more extended than even that. Not too long ago, I was doing some pattern work at a nearby airport and trying to work with a Cessna 152 ahead of us doing the same thing. Their pattern was so large that on one departure, we asked if we could fly a tight pattern inside them. I think the local controller was tired of their large pattern too, and approved our request. We did a stop and go

landing and were airborne again while they were still on their downwind leg!

Only half-jokingly, I've said before that I like my patterns like I like a military haircut: high and tight! Let's bring that pattern in a bit more. There's no reason to be eligible to log cross country time while just flying in the traffic pattern!

Fly Safe! Fly More! Have Fun!

Mike Jesch

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 **MARK YOUR CALENDARS!**

**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](http://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!

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