



# NEWSLETTER



**Jim Gandee –  
President FAPA**

## A MESSAGE FROM JIM...

About a million years ago, back in the late seventies and early eighties, I lived up in Mammoth Lakes. I was able to do my fair share of skiing but I came to realize it was the beautiful summers there that were so very special. No snow shoveling for a few

months and some of the best hiking, fishing and yes waterskiing to be had! Too bad that in the flash of a summer thunderstorm lightning bolt the aspen trees will be displaying their fall golden hues, the skiers will be waxing their boards and trying on new parkas in anticipation of the first snow of the ski season.

As pilots I know all of us would rather fly to Mammoth (KMMH) than suffer that boring five to six hour drive. Besides cutting the travel time by at least two thirds, flying to Mammoth offers us pilots some of the most spectacular sights that mother nature can provide! My normal routing is to depart Fullerton and head directly to El Monte (staying below Class Bravo) then it's a climb past Mt. Wilson towards the Palmdale VOR. From there it's Mohave (KMHV), Inyokern (KIYK) and on up the Owens Valley past Bishop (KBIH) and then into Mammoth.

It can be a fairly easy flight but for the unwary or unfamiliar that route can be filled with landmines! There are numerous restricted areas along the way, the high terrain, the MOA's,

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spotty radar coverage, and of course the weather all conspire to make this route one to prepare for! Oh, did I mention the potential for turbulence? If you look closely at the sectional you'll see the 14,000' Sierra Nevada's on the west side of the 4,000' Owens Valley floor and the 14,000' White and Inyo Mountains on the East all within a span of about ten miles. Yikes, you couldn't design a better turbulence making machine! When the wind blows, get ready to rock and roll!

Arrival into Mammoth can be interesting too. Highway 395 snakes up the rising terrain of the Sherwin Grade then levels off at about 7100', the elevation of the airport. Thus if you fly up the Owens Valley at 8,500' there won't be much of a descent to pattern altitude. Often times it's convenient to land straight in on runway 27, which geographically just happens to parallel Highway 395 at that point. Please don't fall into the rookie trap of announcing your position as south of the airport because you're used to

driving north on Hwy 395. If you're over Lake Crowley on a straight in for runway 27 (as in 270 degrees, due west) you are EAST of the airport. Majestic Mt. Morrison will make any approach from the south very difficult.

Landing at KMMH is just like landing at any other airport, kind of. First, there's the density altitude to consider. The things we're all taught about, decreased performance, proper leaning, higher ground speeds, etc. Then there's the local knowledge stuff like when southerly crosswinds exceed about 10 knots touchdown a thousand or fifteen hundred feet past the runway 27 numbers. This little trick helps avoid the turbulence created by Doe Ridge which is just north (and I do mean just north, like 500') of the approach end of 27. If making left traffic to runway 9 try to avoid overflying the fish hatcheries by limiting the length of your downwind leg. (Those darn trout, they knew the airport was there before they were born and now they complain!) In the winter all kinds of mental red flags should be waving regarding the runway surface and the edge snow bank height.

Departing KMMH can be a real challenge. Winter time, please verify ALL surfaces of your aircraft are snow and ice free. There should be no contamination whatsoever on the wings and tail surfaces. A heated hangar is your friend here. I've spent literally hours removing snow and ice from my airplane after it was tied down during a snow storm. Talk about work! Engine pre-heat should be considered, especially if you are using single weight oil. A quick funny side bar story. Many years ago on a cold winter day I cranked and cranked the engine of a rented 182 but it just would not start without being preheated. Ironically though it developed enough oil pressure to close the hobbs meter which then clicked off about three tenths even though the engine was not running! Imagine trying to explain that to the rental FBO! The runway can be clear of snow but remain very icy

and can cause the aircraft to veer on take off as one wheel skids or drags. Summer brings with it the density altitude issues discussed. If you're operating a 172, or similar performing aircraft or smaller, I strongly advise you to carefully examine the performance charts and verify aircraft capability based on OAT, and other conditions, and/or consider landing at KBIH.

Don't want to deal with the Owens Valley turbulence, MOA's and restricted areas? You can fly the Central Valley, (KBFL, KPTV, KFAT) then cross the Sierra's through the Mammoth Pass, around the ski area and on in to KMMH. This route is often much smoother and one can often avoid the summer build ups in the Owens Valley but it comes with its own set of potential perils. When crossing the Mammoth Pass you are over very inhospitable terrain. The only landing options are the trees or lakes. If you get to the pass and it's blocked by weather you have no choice but to back track.

Night into KMMH? Unless you are very familiar with both the routing and the area I suggest daytime flight only. Once familiar, you may want to make your first night flight in the winter, under a full moon in clear weather. The moonlight will reflect off of the snow illuminating the surrounding terrain. It can be absolutely beautiful and almost as bright as day!

Personally, I do not fly IFR to Mammoth or Bishop. The MEA's are too high for most piston airplanes and most of the planes we fly have no ice protection.

Now, for the lawyer speak. Everything I've written about is based on my own personal experience. I'm not an expert, don't claim to be. As always, employ your own good judgment, planning and aeronautical decision making skills prior to making any flight.

Lastly, if you're looking for some great chow while in Mammoth I suggest "The Mogul Steak

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House". It's the longest continuously running restaurant in Mammoth and they offer some downright delicious selections of steak, fish and chicken. My favorite meal is the filet topped with a secret mixture of gorgonzola cheese, garlic and butter. It's to die for! To be fair though, my sister and her husband own the restaurant so I am just a little prejudiced. :)

Fly safe!

Jim Gandee  
President

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



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

**FRAT PARTY!**

For years now, we've been inundated from all sides with essays, articles, books, even videos on the importance of maintaining awareness of the risk levels involved in flight. It is said that the superior

pilot uses his superior judgment to avoid having to demonstrate his superior skills, and I think there's a lot of truth in that. In looking at how I, personally, plan and execute a flight that might be a little more challenging, I think one of the advantages I have is that I fly so much (almost a thousand hours last year), that I can see a rough patch coming up and decide how to handle it earlier so that I experience less surprises in flight.

Recently the FAA developed a neat little app for your mobile device that may be able to help you assess possible risks on a flight. It's called the Flight Risk Assessment Tool, or FRAT. It's available in the Apple App Store, and it's free.

Go get it, and load it up, and meet me back here next paragraph to a look.

Great! You're back! Let's dive in. The app starts out at the main menu. For today, we'll just look at the top two items, Airman Profile and Risk Assessment. Before we can execute an assessment, the tool needs to know a little about you, so touch Airman Profile.

Fill in the blanks and select your pilot certificate type and tap Save at the bottom to return to the Main Menu.

Now, tap Risk Assessment and we'll experiment with the main purpose of the app. At the top of the screen, you'll see a green bar that says "Operational Risk Low", and a "ball on a string" for lack of a better term below it. As we play with the various risk factors below, you'll see that ball move around and the bar may change color. At the bottom of the screen you see a number in a button. All flights involve some risk, and mine indicates this with a green number 3, a pretty low level to start with.

The first section of the page deals with the specifics of this flight: pilot name, aircraft, flight date, airports, and operating rules. A future feature will allow you to send this Assessment to somebody else, say your corporate flight department, for example.

Following this is the meat of the Risk Assessment. Using the PAVE model that you've no doubt heard about, you can select whether that parameter is an issue for this flight. As for the Pilot, have you flown less than 15 hours in the last 90 days? Didn't get a good night's sleep last night? These things are bad, and will increase the risk, some more than others. Get some instruction recently, or even complete a Wings phase? These things will reduce the inherent risk. Next, with regard to the Aircraft, do you have decent experience with the aircraft or its avionics?

The big player is the enVironment you'll be operating in: this encompasses weather, daylight, terrain, airport situation and more. The final section considers External Pressures: the importance of accomplishing the flight or any family, work, or health issues you might be dealing with.

As you select whether these parameters are players in your flight today, you can see the risk level rising and reducing in real time. If enough risk is identified, eventually the lights go from green to yellow. While you're in the yellow, it's time to start taking a look at ways to reduce the risk. Maybe get flight following or decide to file a flight plan, even (gasp!) call up your friendly neighborhood CFI for some quality instruction. If even more risk is present, it'll even go to red. If you find yourself in the red zone, there may be enough risk that you might want to think about whether to fly the flight at all.

As an experiment, try taking an actual accident flight and program the parameters. For instance, I just plugged in the risks present for the Cirrus pilot who crashed near Chicago a couple years ago, on a flight to a football game with his daughter and her friend. I came up with a risk level of 43, which has all the lights blinking red. Clearly a very high risk situation indeed. Compare that with a recent IFR flight I made on a nice day to another local airport, and my risk level on that flight was a pleasant green 3.

The idea is to play with the tool a bit, and become familiar with the things that turn up the heat, as well as those that turn it down. If you're a newer pilot, use this tool every flight for a while to help learn to identify those parameters. You'll soon get a feel for when you should use the tool to take a closer look.

I've been using and teaching this tool for a couple years now, even when it was in Beta test. I find it to be a simple, effective, and fairly

comprehensive review and I urge you to take a look. It's one of the few things that are free in aviation, and if it causes you to rethink a flight one day, it may well be worth your airplane's weight in gold!

**Fly Safe! Fly More! Have Fun!**

Mike Jesch

ATP, Master CFI

Vice President - Fullerton Airport Pilot Assn

You can reach Mike Jesch at [mcjesch@gmail.com](mailto:mcjesch@gmail.com) or 714-588-9346

2016, 2018 LGB District FAA Team Rep of the Year

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

**AIRPORT  
NEWS AND  
UPDATES**

**AIRPORT DAY  
2019**

Here at KFUL we like to hold our Airport Day event on the second Saturday of May. For 2019 we are thinking seriously about changing that a later date of Saturday, June 22. Our hope is that folks have less 'other activities' to contend with, such as other airshows, car shows, graduations, baseball games, etc. We're also hoping to get more participation from nearby aircraft owners who also regularly attend airshows at Chino and Redlands airports. We will be making official announcements by the next newsletter release.

**TERMINAL REHABILITATION PHASE 2**

We are plugging along in the conceptual design of our new terminal building. Because of structural issues with the current administration building, our design team recommended that a separate building be built as opposed to adding onto or remodeling the current building.

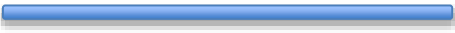
We plan to have a preferred concept chosen and 30% design documents done before the end of the calendar year.

**AIRPORT SECURITY CAMERAS**

We have signed a contract with our current vendor, Protection 1, to upgrade all 16 of our security cameras to High Definition. The project will also include an additional 4 new cameras and the addition of Pan Tilt Zoom (PTZ) feature on 2 of the cameras. State Law requires that we have 1 year of backup storage

for the cameras. Look for a Live Web Cam feature on our website once the system is up and running, where folks can log on and get a live shot of the field from the ATCT 24 hours a day. We expect the installation to be completed in October.

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)



**FULLERTON AIRPORT PILOTS MEETING  
HUGE SUCCESS!**



According to the Big Book of Airport Facts, Fullerton Airport Pilots Association hit it out of the ballpark with a record attendance crowd for the Rod Machado presentation at the August meeting. Rod mingled with the crowd prior to the start of the meeting. His presentation centered on some of the changes taking place with the "older" pilots. Many of his points hit the target – amazing how he can relate relevant facts and studies within the realm of humor and meaningful example. His experiences helped the pilots understand some of the medical and situational changes we all experience as time moves on. Raffle prizes were awarded to some lucky winners – Special thanks to Pilot Mall for

donating some really great gifts and Rod Machado for giving two lucky pilots his well-written books. Keep in mind that each month the Fullerton Airport Pilots Association holds a meeting at the AFI Training Facility at the Fullerton Airport. Meetings begin at 6PM the third Tuesday of the month (exception December) with brats, hot dogs, and all the extras followed by a guest speaker at 7PM. Becoming a member of the Fullerton Airport Pilots Association is simple: join at the meeting or go online to [socalpilots.org](http://socalpilots.org) and select the Fullerton Chapter. Your dues help fund some special programs—The Junior Aviators is a program training future pilots with the aid of our Cessna 152 and the Applied Sciences Division is in the process of teaching all grade level students the art of building an aircraft using tools, machinery and raw materials. Scholarships are awarded to students making aviation a central theme to future achievement. Thanks to everyone for making the Fullerton Airport Pilots Association a great success.



**Pie in the Sky**



**KERN VALLEY AIRPORT CAFE (L05)**

It was a clear Saturday morning so why not venture out to beautiful Kern Valley Airport, take in Lake Isabella, the sites and grab a short stack of

pancakes at the Kern Valley Airport Café? I believe the short stack was like a double large stack at most restaurants as the two pancakes took up a huge dinner plate.



The restaurant is rustic but with a lot of character and full of patrons. The service was good and the meal enjoyable.

There is lots to do at L05 Kern Valley Airport. The airport has a campground located on the airport that is well maintained and equipped with restrooms. If you are like me, no need to pack any food – just eat at the restaurant.



During Presidents Day weekend, Kernville holds a “Whiskey Flats Days” which includes a parade, walking tour, trains, and even a rodeo. It takes you back to the “Wild West” days as experienced by the early settlers in Kernville.

L05 Kern Valley Airport

CTAF/Unicom: 122.8

Runway 17/35



**AOPA FLY-IN AT SANTA FE  
NEW MEXICO**



The AOPA Fly-in in Santa Fe was held September 14 - 15<sup>th</sup>, and a fun event to travel to and attend this year. This is my first AOPA Fly-In to attend as there was always some schedule conflict with my schedule as AOPA started this new type of event which replaced the AOPA Summit.

I set out from KFUL at 5:00 am and headed to Sedona for a stretch and fuel. I was lucky to have favorable winds (a 20 knot tailwind at 10,500 ft) and calm winds on the runway in Sedona. After a 30 minute stretch I headed to Santa Fe Regional Airport. The view of the Arizona and New Mexico desert was breathtaking. Just west of Winslow Arizona is Meteor Crater. Quite a site to see.



I left on Thursday (the day before the event started) to beat the crowd but as I was approaching Santa Fe I realized the crowd had the same idea as I had. Good news in the Santa Fe Airport ATC had things in order and there was not even a hold to work through.

Santa Fe proclaims itself as the oldest Capital City in the United States - the Capital of New Mexico. The city rests at approximately 7,000 elevation. Of course for us pilots that means "Density Altitude Alert"! I had to dust off my takeoff and landing distance charts as well as remember to lean out for optimum performance on takeoff and remain lean on landing.

The event started Friday and there were lots of aircraft on display and ready to take yours and my down payment to start the buying process. Of most interest to me was the Back Country Flying seminar. Lots to learn about how winds can be your friend or foe in the mountains and

lots of techniques for safe mountain flying as given by a couple of experts. I also attended a seminar on VFR flying and flight planning for long distances. What was interesting to me was to learn about the differences in weather patterns and conditions in the Eastern US versus what a mostly Western US pilot experiences. Its all about good planning and contingencies!



There was a fun Barnstormers party with music on Friday followed up by a Pancake breakfast Saturday morning. Many vendors had exhibits and it was fun talking to the folks at Foreflight and Garmin about the upcoming releases of products.



I also had an opportunity to meet with Mark Baker, President of AOPA, and provide him with a update on KFUL. Mark commented that he had been to KFUL many times in his plane when he worked for Homebase and Home Depot in Orange County.

Saturday late afternoon I headed to Downtown Santa Fe and took in some of the sites while I held tightly on to my wallet. What a beautiful town, full of architecture and history. With over 250 restaurants, you won't go hungry.

To wrap up, the event was fun and it made me appreciate the special privilege we have to be a part of the pilot community.

Tom Mauss

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

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WELCOME OUR NEW MEMBERS!

July

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August

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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, deserts, and chips before the meeting beginning at 6PM. Meetings start at 7PM. Join us!



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## FULLERTON AIRPORT PILOTS ASSOCIATION

4011 West Commonwealth Avenue  
Fullerton CA 92833