



**NEWS LETTER: Fullerton, CA**



Jim Gandee –  
President FAPA

FAPA Members:  
Welcome to another  
edition of the newsletter!

I am very pleased to  
announce that beginning  
with our July meeting we  
will be returning to in  
person meetings at AFI!  
As a reminder our  
meetings are the third  
Tuesday of each month  
thus the July meeting will  
be on the 20<sup>th</sup> at 7PM. We  
will once again be serving  
BBQ'd brats and dogs

with all the fixings. Arrive early if you would like to grab a bite and hangar fly with your friends that we have not seen in over a year! Speaking of the meetings, we could use a little help setting up chairs and tables then breaking them down post meeting. Please contact me if you would like to lend a hand as we could sure use a little help! Still on topic: I'd like to give a huge and public shout out to our Vice President Mike Jesch. Part of Mike's role is to coordinate the guest speakers and he's done an excellent job. During the last Covid year Mike has been able to schedule various speakers from across the United States using the Zoom platform. Also, because of the virtual meetings we've seen a large number of folks attend from around the country who couldn't ordinarily join us. We had to juggle the time slot a bit a few times to accommodate our right coast friends but all worked out well.

I'm sure Brendan O'Reilly (the airport manager) will elaborate in great detail about the upcoming runway edge project, the timing, runway closure period, etc. However, I'm discussing it to keep it on everyone's radar that our airport will be impacted...mostly at night. The timeline has not yet been nailed down but I'll pass further info along as I become aware. This valuable project will enhance the overall safety at

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KFUL and is designed to reduce aircraft damage during runway incursions.

Sadly, I must report that Chuck Davis has flown west. Chuck was a fixture and huge supporter of Fullerton Airport for many years—too many to count. He loved our hometown airport and gave freely of his time and energy participating in Airport Day, Aircraft Display Day, Young Eagles, and, he also gave tours to school kids on field trips. I recall seeing him out at the windsock with a busload full of third graders explaining how airplanes fly; all about the tower; and, the airport in general. I always wondered how many kids he inspired to learn to fly. What you might not know about Chuck was that he was also an avid boater, and, in fact, owned a boat repair business...Boats Plus in Whittier. Between boats, airplanes, helicopters and the airport Chuck did it all! I wish him blue skies and calm waters!

For those of you who missed out on AirVenture last year now's your chance to make up for lost time! This year's show begins on July 26<sup>th</sup>—so start planning! If you have never attended, all I can say is you simply must go! I can try to explain it to you by

saying it's the largest fly-in in the world. You will see every kind of plane known to mankind and maybe a few more. Warbirds galore, float planes, helicopters, balloons, drones and more are plentiful. I can tell you about the museum, the sea plane base, all of the seminars, and displays. I could remind you that virtually every aviation business is represented there: engines, avionics, parts, repairs...whatever you could possibly attach to your plane and more. The air shows, the concerts, and the movies...nonstop! Of course it wouldn't be Oshkosh with a thunderstorm or two and watch out for the B-17 size mosquitoes! But the best part about attending, as far as I'm concerned, is the awesome folks you'll meet there. People who love aviation! Lastly, the trip itself...getting there and back is an adventure in it's own right. So many beautiful and wonderful places in our great country to see and visit!

If you think you recognized a familiar KFUL tower ATC voice from the past...you are correct. Welcome back Rene Holliday! You might recall Rene was the tower chief a few years ago. Rene was instrumental in coordinating tower tours for Airport Day and was a terrific ambassador for pilot/ATC communication and problem solving. For now Rene is the acting tower chief. Not sure what the long term plans are; but, we're glad to have him back. Welcome home Rene!

I've spoken about the FAPA Redbird simulator many times in the past. This is a terrific simulator equipped with a G1000 panel complete with an updated database and configured to communicate with an iPad. It can be configured as a complex single engine aircraft or be flown with the gear down. This simulator is FAA approved to maintain your IFR skills! We are just about ready to bring it online and make it available to FAPA members. Although the cost has not yet been determined I suspect the cost to be about \$35/hr. Nowhere else that I know of can you access the quality and performance of a simulator that inexpensively. What we need to move forward are CFIs who are willing to be trained on the sim use. These "trained" CFIs will then be able to instruct and charge their normal fees. CFIs who are interested in becoming part of this valuable program, please contact me.

Fly Safe!

Jim Gandee

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

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

**AIRPORT NEWS AND UPDATES...**

- Enhance Runway Edge
- Airport Operations
- Upcoming Events

Brendan can be reached at [brendano@cityoffullerton.com](mailto:brendano@cityoffullerton.com)

**Enhance Runway Edges Project** will repair the runway pavement edges which are failing due to soil erosion. This project will include new LED Runway Edge Lights and new pavement markings. This project is funded by the FAA Airport Improvement Program in the amount of nearly \$3 million. This will begin in September with nightly closures from 9PM to 7AM Sunday through Thursday.

**Airport Operations and Maintenance** will see a remodel of the Artesia (mid field) restroom on the north side. This will include new floors, paint, fixtures, and lighting.

**Upcoming Events:** July 17<sup>th</sup> Civil Air Patrol Remobilization will showcase the CAP Cadet Program which teaches young adults 13-21 leadership, aerospace education, and physical fitness. There will be free food, aircraft displays and drones.

**Dare to Dream Aviation Career Day:** August 22<sup>nd</sup> from 8:30am to 5pm at Hangar21 Helicopters. Sponsored by HeliNet, there will be free helicopter rides for kids. Young Eagles will offer free airplane rides

**Southern California Mercury Cougar Car Show:** Oct. 2<sup>nd</sup> from 8am to 3pm. Classic Car Display with up to 80 cars.

Have a great summer and try to keep cool!



### **FINDING AND FLYING THE EDGE**

Recently, I've had the opportunity to work with a few pilots who have just purchased new (to them) airplanes; and, to do some review work with some other longer-term owners and pilots. It's great fun, either way, to help these folks connect, or re-connect, with their airplanes of choice and develop, or re-develop, their confidence. Two of the areas I like to spend some time on during these exercises are Weight and Balance and Performance. Often, I find that pilots are a little too comfortable with their airplane's capabilities and don't or haven't looked at these critical values recently.

With regard to Weight and Balance I am not suggesting (and I don't do this myself...to be honest) that you execute a weight and balance computation for every flight. But, I think it's a great exercise to experiment with the loading on your airplane and see where the edge cases are. Ask yourself a few questions to get the ball rolling. If you fill the fuel tanks, how many people and/or how much baggage/cargo can you carry? If you fill all the seats and the baggage area, how much fuel can you still carry? What does it take to put your expected takeoff and, crucially, landing CG on both the forward CG limit and the aft limit?

In my 1977 Cessna 182 I can take my wife and me, as well as another couple weighing 200 pounds each with 140 pounds of baggage and full fuel...and I'm just a few pounds below my maximum takeoff weight and well within the CG envelope. That's a lot of weight! I do have to burn 140 pounds of fuel or about 25 gallons before I am below my max landing weight; so, if I have a flight of less than about two hours, I'd have to limit my fuel or baggage weight a little bit. So, in my airplane, I have to load A LOT of stuff in it to get it overweight.

With regard to balance I am just on the forward CG limit with myself in one front seat and a 315 pound person in the other front seat, at the forward seat position, and nothing else on board. To push the aft CG limit, if I have only myself onboard and the max 200 pounds in the baggage area (placed as allowed in the two designated zones) I am right dead center in the middle of the CG envelope, so I know that I can't get it out the aft limit. If I really wanted to push it, placing 370 pounds in the aft part of the baggage area puts me right on the aft limit, but overloads that area by 290 pounds and the total baggage weight by 170 pounds. Essentially, there is virtually no way to get my airplane out of CG limits.

How does your airplane do? Be sure to check the landing CG also. Most airplanes are pretty benign with the CG change during flight as the fuel burns off, but some aircraft have fuel tanks mounted far forward of the normal CG range. The result is that, as fuel burns off, the CG moves aft. In some cases, it moves far enough aft that you could be out of balance for landing, or, heaven forbid, a fuel exhaustion situation when you most need everything in your favor.

The best tool I've found to use for this exercise is pretty much any of the Electronic Flight Bag programs. ForeFlight's weight and balance calculator is very useful for this. Once you get your airplane programmed correctly, which I'll admit can be a little bit of a chore, it's a cinch to just play with different loads and see what works and what doesn't. Take a look at the calculation shot I've included for a Beech Bonanza F33A. This aircraft is notorious for its aft CG movement during flight. If the only calculation you did was for takeoff, you'll see that you're Okay. But almost immediately after takeoff, your CG will burn aft of the aft limit and get worse for the entire flight, eventually ending up almost two inches aft of the limit as you're running out of gas, severely limiting your ability to control the aircraft during your crash landing. Don't do this.

Don't do this. Well, don't run out of gas, but also, don't let the CG move out of your envelope.

The idea here is to identify those Edge Cases. Know what sorts of loads can put you near the "edges of the envelope" and when it'll be necessary to break out your weight and balance calculator and take a closer look. And then don't forget to actually take a look and use that tool if you think you're getting close to an edge. If I were flying an F33A

on a regular basis, you can be sure I'd be breaking out that calculator on pretty much every flight! In my 182, most of the time I don't bother.

Fly Safe!

Fly More!

Have Fun!

Mike Jesch

Vice President—Fullerton Airport Pilot Association

2021 Western Pacific Region FAASTeam Rep Of The Year

## SHOUT OUT TO A LOCAL BUSINESS

**WAYPOINT AVIATION SERVICES:** Located at Riverside Municipal Airport (KRAL)

See Lucy Holbrook A&P/IA Certified Contact phone: 951-977-8361 (Main number) 951-206-1115 Cell

While they are Beechcraft specialists, they will repair any aircraft. While flying over to KRAL for a lunch—after changing my fuel hose—I discovered that my fuel flow was not operating as expected. Unannounced and with no appointment, I stopped at Waypoint. They are adjacent to the terminal building. Lucy stopped what she was doing to assist in finding the problem. She disassembled the hose and transducer, trouble shot the problem, reassembled the line, tested the line (ran up the aircraft for leaks) and charged me for minimum time even though it was less than her work time. Her expertise is astounding! I was provided a printed logbook entry and a followup call to make sure everything was good. Waypoint is also an avionics installer and a Garmin dealer. Please keep them in mind for your aircraft needs.



MARK YOUR CALENDARS! THIRD  
TUESDAY – Fullerton Pilot Meeting!!



Photo: This is our latest PRIVATE PILOT:

Jenna Beining...she is also the current President of the Aviation Explorer Post 445.

PLEASE SUPPORT FAPA TO CONTINUE THIS GREAT PROGRAM TO FOSTER NEW PILOTS!

From Tim Lloyd: President of Junior Aviators

Did you know that FAPA is in its fourth year of operating a non profit flying club and owns its own Cessna 152? FAPA continues its mission of aviation education through the Junior Aviators youth flying club. The club's mission is to help provide an economical flying source for youth ages 16 through 20. Our C-152 is available for its members for \$65/hr which translates into a significant savings for these young aviators just getting started in their careers. We currently have 25 members and 20 actively flying. The plane (N49285) is on track to fly over 600 hours this year alone and you can see it flying every day of the week. These young people are excited to fly the plane and are always there to help with oil changes, maintenance, and airplane washes. The plane is nicely equipped with a new Sensenich climb pitch prop, dual KX165s with GS, Stratus ADS=b in and out, PS Engineering PMA8000BT Bluetooth Audio Panel, AV-30s, Nulite panel lights, USB charger, Digital Carb Ice Monitor, new leather interior, carpets, and plastic, and the list goes on. This is not your daily beat up rental C152.

Every month you will see a new student completing his/her first solo or even their Private Pilot Certificate. Our future challenge is finding the CFIs. AFI has been our biggest contributor to our success and we are forever grateful, but as AFI winds down, a new source of CFIs will need to be found.

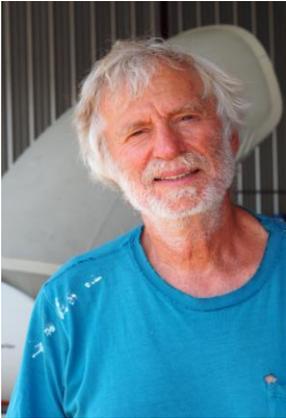
We have a student who has continued on to achieve her instrument rating, commercial license, and is now expected to complete her CFI next month. This amazing lady just turned 19!

## Panel Talk

Panel Discussion of the latest avionics for your legacy aircraft...which will bring it into the 21<sup>st</sup> Century to accommodate the changing landscape of our aviation environment. provide the best navigation, and possibly save some confusion.

### **The Garmin GPS 175:**

Garmin has three new GPS boxes: The 175 which is a GPS only box with IFR certified GPS approaches; the GPS/Transponder GPS275 which is an IFR certified GPS and GPS approach box with an ADS-b transponder—in and out; and the GPS375 which is an IFR Certified GPS with approaches and a com radio. You can purchase the GPS175 over the counter and have it installed yourself—A&P/yourself or an avionics shop. The other two require purchase from a Garmin dealer—they will install. The GPS175 is unbelievable...it can connect to 13 devices, has wifi and Bluetooth...will do flight plan transfer from your iPad or portable, and will show vertical and horizontal on approach...the price is very reasonable to have access to certified approaches. Also, check to offerings of Garmin for your data...they include much more than Jeppesen.

**SPOTLIGHT ON A KFUL****PILOT**

This issue we are spotlighting Peter Breen

Peter flies a Cessna 172 and a Stemme Motorglider

My dad was a tank commander in the Canadian Army during World War II. He watched the gliders overhead carrying troops behind enemy lines. Eventually, my dad and family learned to glide in Winnipeg, Canada at the Red River Soaring Association where, at age 13, I learned to glide on a winch operation. This resulted in a launch to a thousand feet and a 5 minute flight. Off and on, I have continued to fly sailplanes in aero-tow operations in Manitoba, in the Chicago Glider Club, and at Sky Sailing (Warner Springs). I now fly the Stemme S10-VT motorglider out of Fullerton Airport. Please stop by Hangar 253 (directly north of the north wash rack) if you have questions or would like to “chew the fat” about gliders and sailplanes. I am also an airplane pilot and fly a Cessna 172 currently based at John Wayne Airport.

**Glider Landings at Fullerton Airport...**

The Stemme motorglider is landed as a glider regardless of whether the engine is on or off. Airspeed is controlled by attitude right hand on the control stick and descent rate is controlled by very effective spoilers (left hand on the spoilers handle). It is awkward to check that the throttle lever is set to idle which involves juggling hand positions and allows the spoilers to temporarily move to full open position. During the approach and landing, the engine is idling and the propeller is windmilling. For safety reasons I and many in the motorglider community believe that glider landings with engine off are safer due to: engine operation requires active management and is a distraction to the glider pilot during the landing sequence; engine may malfunction; engine fire due to the configuration of the fuel system in the motorglider; risk of propeller strike due to low clearance from the ground; and, the windmilling propeller degrades visibility when the low afternoon sun glances off the long canopy. Somewhat paradoxically, the accident rate is significantly higher in motorgliders than pure gliders because of these engine management issues. Conversely, for a glider, the risk of not reaching the runway is rare due to the combination of high glide performance (50 to 1 glide ratio in the Stemme glider) and effective spoilers.

I have conferred with Rene Halliday, Fullerton Airport Tower Chief, and we have developed a system at KFUL for glider landings. After a soaring flight I usually glide back and arrive over KFUL Class Delta airspace (usually above 3000 ft.). I request a glider landing and maneuver northwest of the field. While I expedite descent to 1000 ft/min, I can land and roll off the runway at Echo Taxiway. For the last nine flights I have been able to land as a glider with the engine off. Thanks to everyone who helped glider landing procedures at KFUL.

**FULLERTON AIRPORT PILOTS ASSOCIATION**

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[www.fullertonpilots.org](http://www.fullertonpilots.org) contact phone#714-290-2512