



NEWS LETTER: Fullerton, CA



Jim Gandee –
President FAPA

A Message from Jim...

What can anyone say about this last year that we all haven't personally felt, said, and experienced! We've seen sickness, deaths, frustrations, lost businesses and personal struggle! While many others have soldiered on almost without impunity. As my dad use to say to me, "life's not fair" and so

it isn't.

Fortunately for many pilots the airport has been a sanctuary. If my hangar wasn't a man cave prior to Covid it sure became one in a big hurry! This past year I've been able to spend beaucoup time away from home but still follow the social distancing mandates laid down by our health experts. At the hangar these past months I've rebuilt my 1971 Honda CT90 that my dad bought new for my mom. You motorcycle guys might recall that bike has a dual range transmission and in first gear low range that little 90 will climb a wall! That darn thing is now fifty, yes fifty years old and still runs great, especially on avgas! Last March the FAA issued a sweeping AD on many 210's that required extensive work on the main wing spar which included eddy current testing and multiple coats of anti-corrosion material. Just to get to the spar is quite an ordeal that requires removal of the headliner and the overhead, four bottle Oxygen system. Good time to have those bottles hydro tested while they're out. The annual coincided with the AD thus most of the interior was removed. Not unlike a home kitchen remodel, one project in that plane often leads to another so now I have a new interior, which is great but that required stripping and painting the seat frames to match the new colors which meant days and days of work. After the seats came all the fitting and

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painting of the new interior plastic, THAT was very labor intensive! Then there was the hangar clean up days, I finally got rid of the twenty-year-old faded blue carpet on the floor. That was a project in itself and I'm grateful to the airport staff who not only provided dumpsters but a small trailer to help me get rid of all the remnants. I've spent so much time at the hangar this past year my wife accused me of having a mistress! However, no matter how much I love that 210, aluminum is cold and hard and not really very good company at night so fortunately my beautiful wife has nothing to worry about! In between all the work I was fortunate enough to fly a fair amount this past year including a lengthy trip to the east coast and back this past summer as well as multiple flights to Laughlin/Bullhead City for property maintenance. My point is that many of us pilots have fared better than most in being able to escape the mandated Covid lockdown for which I will be eternally grateful!

Hopefully the vaccines will, sooner than later, return our lives to normal. When that happens FAPA will once again hold our monthly safety meetings at AFI where we can BBQ and hangar fly and share quality time. One great thing about the ZOOM meetings is that

we have had some top-notch guest speakers address the membership that wouldn't have been available otherwise. Personally, I can't wait to return to our in-person meetings!

Just a quick note to get it on your radar, later this year construction crews will be working on the runway. This will require closing the runway to fixed wing aircraft for multiple days and times. The runway edge repair will be publicized and NOTAMED several weeks/months in advance. FAPA will be working with the airport management to help share the message and prepare everyone when the time comes. As of now the date/time has not been confirmed but it's on this year's plan.

I'd like to take a moment to remind you all that we are all so very fortunate to be able to hop in our magic carpets and fly away, any time, any day. Its easy to take that ability for granted until suddenly, perhaps quite unexpectedly we can't. We're all but one heartbeat, one trip, one accident, one breath away from a life changing event. Moral; go fly! Practice crosswind landings, instrument work, take that trip, go get that burger, go see the USA! Flying is not cheap but who wants to be the richest guy in the nursing home? Do it while you can! Jim Gandee, President

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

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AIRPORT MANAGER UPDATE



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

TERMINAL REHABILITATION PHASE 2

We have decided to delay any further progress on this project while examining revenue losses because of the pandemic. While the airport and general aviation have done relatively well compared to other

industries, we are still unsure what lies ahead this year. The project is at a good stopping point, so to speak. Once we are comfortable moving forward and spending several millions of dollars, we will move this project to the forefront. At this point, we have every intention to move forward once it makes sense to do so.

Airport Manager cont.

ENHANCE RUNWAY EDGES PROJECT

This project will repair the runway pavement edges which are failing due to soil erosion. Project will be funded by FAA Airport Improvement Program grant (90%) and State Matching Funds Grant (5%) of the cost. 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

Work is just finishing up on the Brian Douglas bathrooms, and, by the time you read this, both restrooms should be open for use. We hope you enjoy the new look.

Because our lobby is still closed and folks are not able to peruse the bulletin board airport staff will be installing smaller bulletin boards around the airport near the restrooms. We will use these to provide useful information and alerts. Tenants may also post airport related items if they wish. Please contact the airport office during regular business hours. Because of limited space please keep the postings or advertisements no larger than 5"X8".

Happy New Year and here's looking forward to a great 2021!

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



Meeting: Third Tuesday of each month at AFI (KFUL)

For now we have Zoom Meetings ...

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.

Thank You to our Sponsors

If you wish to pay your FAPA dues by check...please send it to Fullerton Airport Pilots 4011 W. Commonwealth Avenue Fullerton, CA 92833

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





Maintain Visual Separation

Recently, an accident involving an aircraft on a VFR flight made me think about what it really means when I receive an instruction to “maintain visual separation.” Take a moment and ask yourself what does this instruction mean to you? The set up is generally in good VMC weather. You are following another aircraft to the runway. Maybe, you’re even planning on executing an IFR approach of some sort. In any event ATC might say: “Traffic you’re following is 12 o’clock, five miles, report that traffic in sight.” When you do finally report that traffic in sight, the next instruction is usually: “Maintain visual separation with that traffic, caution wake turbulence, cleared to land.” What did you just get yourself into?

According to the AIM (Section 4-4-14) there are two methods of visual separation. The first involves the tower controller keeping both aircraft in sight and issuing instructions to keep them apart. That’s not the version I am talking about here, though, which is item #2: “A pilot sees the other aircraft involved and upon instructions from the controller provides separation by maneuvering the aircraft to avoid it.” So, it’s essentially carte blanche (within reason) to move around to give yourself adequate distance between yourself and the other aircraft.

It goes on to say “When pilots accept responsibility to maintain visual separation, they must maintain constant visual surveillance and not pass the other aircraft until it is no longer a factor.” In other words, you accept the onus to keep you and your aircraft safely away from the other aircraft; all requirements for wake turbulence separation become yours. It even goes on in the following note to define “No longer a factor” as being when the other aircraft is either in the landing phase or on a missed approach.

The following paragraph, though, is critical. “A pilot’s acceptance of instructions to follow another aircraft or provide visual separation from it is an acknowledgment that the pilot will maneuver the aircraft as necessary to avoid the other aircraft or to maintain in-trail separation.” That means it’s all on you; that ATC has now transferred all the responsibility for physical and wake turbulence separation to you. Are you fully able to maintain the space you need at that moment? It continues “In operations conducted behind heavy aircraft, or a small aircraft behind a B757 or other large aircraft, it is also an acknowledgment that the pilot accepts the responsibility for wake turbulence separation.” In the accident that made me ponder this, the aircraft was following two B757s to the parallel runway with a crosswind that was blowing the wake toward the smaller aircraft.

Before reporting the leading aircraft in sight, I think it’s worth considering a couple of factors. Do you have the correct aircraft? Are you sure the one you see is the one the controller is pointing out? Are you sure that you definitely have and can maintain a safe distance not only from the aircraft, but from its wake? From the moment the instruction is issued until you land? Without any extraordinary maneuvering? If any of those answers are in doubt, the following note comes into play: “When the pilot has been told to follow another aircraft or to provide visual separation from it, the pilot should promptly notify the controller if visual contact with the other aircraft is lost or cannot be maintained or if the pilot cannot accept the responsibility for the separation for any reason.”

In the accident I cited at the top of this essay, the Bonanza was landing on a smaller parallel runway to the one the B757s were landing on. The first one was about to land, but, the second one was a couple miles farther out on the straight in final than the Bonanza which was on a wide seven mile left base leg. The controller never advised the pilot of the first one. Out pilot reported the second one in sight although it appears he may have actually seen the first and determined it not to be a factor.

Once the VFR pilot reported the airliner in sight, the controller ceased issuing separation advisories, though when issuing the landing clearance, it also included the phrase “caution wake turbulence.” The pilot was now on his own for remaining clear of the aircraft and its wake. Making matters worse, a crosswind was blowing the jet’s wake toward the final approach path of the Bonanza. At the closest point, the Bonanza was in the area of the wake some 15 seconds after the

the Boeing had passed at the same altitude. He ended up encountering what was almost certainly wake at about 200 feet high on final, rolled quickly, and descended straight into the ground, killing him and a passenger.

If the pilot had not reported the airliner in sight the aircraft and wake separation responsibility would have remained with the controller. This would probably have resulted in a longer traffic pattern and perhaps a few extra minutes of delay in order to ensure adequate spacing, but the accident might not have happened.

I recall a flight into Atlanta Hartsfield airport one afternoon. Traffic was landing to the west, and it was less than an hour before sunset. The sky was clear, but there was the typical east coast haze which made visibility—particularly toward the west—and the airport—somewhat limited. Add to that I don't often fly in to ATL and am somewhat unfamiliar. TRACON continued to pester me to report either the field or the preceding traffic in sight, and I had to admit that I could not see either. At that point we were only 5-6 miles out on final. Finally, almost in exasperation, the controller issued us a clearance for the ILS. The difficulty with this is that the spacing requirements are somewhat stricter when conducting ILS approaches which will slow down the operation. But, I had to be honest and say that I could not see it.

Personally, I accomplish this by not being in a hurry to acknowledge that I have the other aircraft in sight. While I am getting older and my eyesight is not what it once was, I also acknowledge that I may not want to accept all that responsibility at the moment the controller offers it. I want to be certain. Not just pretty sure.

Don't be in a rush in an effort to get along. It's your safety at risk. When ATC offers this instruction, be sure you understand what your new responsibilities are, and are ready, willing, and able to accept them. If not, advise ATC and they'll conjure up an alternative plan. Perhaps one of the most underutilized words in the pilot/controller glossary is "unable. But it's also one of the most important.

FLY SAFE! FLY MORE! HAVE FUN! Mike Jesch ATP CFI

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.



SPOTLIGHT ON A LOCAL FULLERTON PILOT: Denise Jennings

Each issue we will highlight a pilot at Fullerton Airport and this issue we are proud to have as our first highlight Denise. Denise has a long history at Fullerton Airport and currently has her Mooney located in a hangar on the north side of the field...informally referred to as FAPA row as many of the hangars are occupied by board members and active pilots in the Fullerton Airport Pilot Association.



Denise has included her introduction to aviation and what motivated her to continue flying and being a part of the 99s. Here is her story for this issue....For the love of flight!

When I took my first intro flight in January of 1990, I was hooked. My husband at the time noted "I've never seen you so passionate about anything other than your career and your family." The concepts were so foreign to me that it made it all the more challenging. However, any doubts were soon replaced with little triumphs as I made my way through the PPI curriculum at AFI, a local flight school that still exists at Fullerton Airport. Wow, I landed the airplane myself. Then I soloed the aircraft and landed it 3 times in a row! Wow, I flew to 3 different airports and never got lost once. It was mesmerizing. By August of 1990 I passed my check-ride and joined the 99s anxious to learn from accomplished women pilots and to build life long friendships.

I bought a Cessna 177 Cardinal in February 1991, and used it vigorously to attain my instrument rating while adding 300 hours to my logbook. I flew to Oshkosh for EAA AirVenture and made several family trips to Oregon. Since the Cardinal couldn't make it to Oregon without a fuel stop, I researched a faster airplane with longer range. I decided the Mooney was an economical choice with long legs. I found one in Wilmington, NC, purchased it in 1994 and have owned it ever since. I needed 25 hours for insurance so I figured I might as well add the Commercial License. The Mooney was and continues to be my magic carpet with trips logged to Alaska, Mexico, and all across the United States.

I like to think flying was in my DNA. My dad—of whom I'm so very proud—flew the PB4Y (Navy version of the B-24 Liberator) in the South Pacific in WWII. He never flew after the war and we seldom spoke about flying. He passed away while I was in my early 20s. I didn't take up flying until I was almost 38. I did enjoy a 25 year relationship with Michael E. Blackstone, a Captain with American Airlines and my favorite co-pilot until he passed away in August of 2015.

I am grateful for the day I took my first flight lesson and for the confidence my instructor instilled in me. Flying has blessed me with great friendships and lots of opportunities to give back. Whether it is flying doctors and medical personnel to clinics in Mexico for Liga, Flying Doctors of Mercy, giving young people their first airplane ride on Fullerton Airport Day or mentoring young pilots along the way with flying adventures to fun places, we owe it to the aviatrix pioneers that paved our way to share the gift of flight to others.

THANKS DENISE!

FULLERTON AIRPORT PILOTS ASSOCIATION

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