

# SoCAL PILOTS

SOUTHERN CALIFORNIA PILOTS ASSOCIATION

**November/December 2019**



Greetings SoCal Plots! Where does the time go? This is the last issue of the year! This issue of the SoCal Pilots Newsletter has articles from some, but not all of our regular contributors. Some are busy with various projects and did not have time to contribute. Mike Jesch is back with something for us this month, and Gary Schank describes the process he is going through as he becomes qualified to fly 'down-under', in New Zealand. Brian Schiff is also busy pulling contrails, so we will wait for more ForeFlight Tips from him starting again in the January/February issue. George Estrada reports on the very successful first general meeting of the Chino Chapter and some of his plans for future meetings. And a special thanks to Ray Stratton, President of Smoke Eagles, Inc, based at KFUL, for his contribution to this issue!

Would any of you like to contribute? Do you have a flying story or adventure or photo that you'd like to share? Or would any of you like to have your recent piloting accomplishments listed in the newsletter? Any student solo's, check-rides passed, or ratings earned? Flown anywhere interesting that you'd like to share with fellow members? If so, send me an email at [johnmahanyflies@gmail.com](mailto:johnmahanyflies@gmail.com)

Blue skies and tailwinds!

John

## **SoCal Pilots President's Message**

By Joe Finnell

SoCal Pilots is on the verge of a milestone by having the Chino Chapter hold its first general meeting since the tragic accident that claimed the life of one of our most dedicated



members... Robert Baker. As many of you may remember. The Chino chapter was the beginning of a dream that Robert had about the expansion of SoCal Pilots. In the years since, without a leader, CNO chapter membership remained faithful and supportive that the chapter would rise again, and programs be as successful as when Robert fostered them. A search for another “Robert Baker” offered many capable replacements, but non willing to pick up the reins and continue as the chapter leader. Fortunately, George Estrada answered the call and has enthusiastically put together a kickoff meeting planned for Tuesday, October 22<sup>nd</sup>. By the time you read this, the meeting will be history. Hope you were able to attend. Two members of the Riverside FAA FSDO were scheduled to speak: Dr. Paul Foster and Chris Kaplan.

### **Meeting attendance.**

Of course, being an association member, you’re aware (or should be) that you can attend any chapter meeting at no charge. Just show up and flash your badge and you’ll be ushered right in. If you’re in the 1 percent that forgets their badge, your name will verify your membership, and all will be well.

### **SoCal Pilots Website**

Being a longtime member, you may’ve never really explored the capability of our website.

Sometimes it’s intimidating to explore or search for something specific on a website. Here are a few features that any member can utilize on [socalpilots.org](http://socalpilots.org) that most members are already aware of (or should be) to help navigate and conveniently use our well-designed website:

Starting from the home page (after logging in obviously):

A quick reference to the most needed member lookups starts with the “Home” button at the top left. Click the “Member Home page” option to enable the following:

1. Member Profile: (a screen showing your own website information). This allows you to change, repair or add to personal information.
2. Member Photo: (where you can upload or change your own photo).
3. Find Members: (a screen where you can view virtually any member’s basic contact profile).
4. Newsletter: (access to the stored listing of all newsletters available to view).

5. Event Release (access to generate, print, upload and/or update your liability release form for participation in events involving group travel, public or otherwise activity involving a degree of risk).

CAUTION: If you make any changes to your personal data, be sure to press the "Save & Exit" option near the top right of the selection bar when finished, otherwise you'll not be happy losing your updates.

If you have questions, or suggestions, feel free to call or email me, and I'll be happy to assist or include in a future message.

## Chino Chapter

Chino chapter appointed president George Estrada, has been very busy setting up a volunteer board of directors to provide an active chapter structure. His activity has enabled the reconstruction of the sorely needed SoCal Pilots Chino chapter. I've been very impressed with the vigor and results achieved by George in pulling this dormant group back into productive activity. Many outside organizations have offered support over the last 3 years, but no leaders stepped forward. George is a breath of fresh enthusiasm that provided the push to rejuvenate the chapter. All of SoCal Pilot chapters and members have joined in welcoming the Chino Chapter back into the fold with many successful events to come. We are pleased to welcome George into our management structure. Anxious to hear how their first meetings worked out.



## Upcoming Holidays

It's that time of year for Christmas celebrations and parties to come to life. I've previously talked about our planned party Saturday, December 7<sup>th</sup> at the Marina Park Event room on the Balboa peninsula. Its' location is 1600 W. Balboa Blvd, Newport Beach. And as a highlight, we have extended an invitation for members of the 99s to attend as well. As in the past, the 99s bring their vigor and flying experience to any gathering that fulfills the true spirit of aviators.

As mentioned in our last newsletter, we are very happy that **Rod Machado** has agreed to be our featured speaker. Everyone knows how his aviation career has entertained and influenced us all.

We are continuing to solicit vendors for silent auction items to help support our Robert G. Baker Memorial Scholarship program. In your flight activity you might mention to vendors and FBOs you routinely deal with how they can get publicity to go with the sale of their product or service in our silent auction.

We'll have more party info to come. When I'm able, I'll add the ability to book your party reservation directly on our website for your family and guests.

**DON'T FORGET TO MARK THE DATE ON YOUR CALENDAR, DECEMBER 7TH!**



### **George Estrada, Pres. Chino Chapter**

Well, SoCal it's that time of the year once again! With Thanksgiving right around the corner, the Chino Chapter will not be holding their monthly meetings for either November or December but will resume again on January 21, 2020.

With that said, let me tell you about our previous meeting. Our meeting on Tuesday, October 22, was very interesting and quite entertaining. The presenter was Mr. Chris Kaplan, an airline pilot. His presentation was right out of the cockpit!



Chris is presently employed by UPS and flies the B757/767. He discussed the different types of new devices (iPads, iPhones, Androids, battery packs, etc.), that pilots should have in their flight bags. The word is “redundant” back-up devices to keep us all safe when we are flying. So, “BACK-UP WITH BACK-UPS!”

Next, Dr. Foster, a FAAS Team Rep with the RAL FSDO explained all of the new requirements that the FAA will expect from all who are interested in the Wings Safety Program to comply with, starting in January 2020. He had a three-part presentation prepared. Unfortunately, due to time limitations, he was only able to complete the first part of his presentation. He will be re-scheduled as a speaker again next year, to present the remaining two parts of his presentation. My recommendation to all is to reach out to your FSDO if you have any additional questions.

Overall, our first meeting back in two years was great! I am really looking forward to 2020 being a good year for our Chapter. We are working on new topics and ideas to bring to our members. I want to share with you a future development that I am working on, one that I am excited about, and want to implement starting next year. This will be a quarterly panel discussion comprised of pilots and air traffic controllers addressing local issues at Chino and other airports in the Inland Empire.

At this time, I would like to take the opportunity to thank all the attendees, presenters, our staff members and Yanks Air Museum for a memorable night.

Be Safe, Fly Safe

George Estrada  
President

## President John Wayne Chapter

By Pat Prentiss –

### WELCOME FALL

Just about the time you think that Fall has settled in, we get those Santa Ana wind conditions and along with them comes hot weather, a bit of bouncing around and of course, cross winds that challenge our input. We can even become fooled that possibly summer hasn't left us yet. Then the high-pressure leaves and we're back to welcoming Fall, or so we think, as the high pressure and all its friends, returns. Regardless, I hope that many of you got airborne during this time and enjoyed the challenges of a Southern California weather phenomenon.



And for those who attended the last SoCal Pilot's SNA meeting I'll bet you refreshed and learned "stuff" on ground operations that were presented by Gary Shank. Gary's approach to any subject is down to earth and very informative. I'm sure that is why the room is always packed when Gary speaks. Most of you know that Gary recently retired from Delta Airlines. When someone loves flying like Gary does it's a bittersweet moment when that certain age rolls around and it's time to structure the future.

Not ready to retire, Gary made some decisions, one of which was to relocate to New Zealand and partake in some opportunities that New Zealand was offering. While we really miss Gary, and of course, wish him the best, we'll be excited to welcome Gary and Maria home when the time comes.

As you read this newsletter, we will be putting the final touches on the SoCal Pilot's holiday party on December 7, 2019 at the Marina Park Community Center. In the past three years we've had an excellent turnout, so we've pretty much stayed with the same plans. And once again, we have some great silent auction items, pretty much all donated through companies around John Wayne Airport. Funds raised by

the silent auction will go into our scholarship fund and will be used to help someone pursue their aviation goals and who is in need of financial assistance.

As we begin to close the year, I want to thank you for being such an integral part of SoCal Pilot's Association. Our membership has increased, the attendance at meetings has increased, we're seeing new faces at the meetings and your desire to be part of the group is noticed, very much so.

Sending warm wishes for a Happy Thanksgiving and a holiday celebration filled with everything that brings you happiness.

Pat

## **SoCal Pilots Vice President's Message**

### **SO YOU WANT TO FLY IN NEW ZEALAND?**

**By Gary Schank**

While the New Zealand people, known as "Kiwis", are easy going, their CAA is not so much. Although our FAA standards are the highest in the world, their standards are not automatically accepted down under. In order to fly in New Zealand, you need to obtain a license conversion.



If your goal is to obtain a Private Pilot License (PPL), you need not provide a reason. However, if you wish to obtain a Commercial Pilot License (CPL) or an Airline Transport Pilot License (ATPL), you must state a reason for needing it, such as a job offer. In the United States, if you want an advanced license, the FAA's view is, "Go ahead, knock yourself out".

The CAA does not administer the tests. A contracting company called ASPEQ administers knowledge tests and schedules flight check rides. First, you must pass an "Air Law Exam". New Zealand has many rules that vary from those in the United States and other parts of the world. For instance, in the United States, westbound



flights fly at even altitudes and eastbound flights fly at odd altitudes. In New Zealand, altitudes are determined by north/south directions – northbound flies odd and southbound flies even. VFR cloud clearances are different, and VFR rules for commercial flights may differ from Part 91 flights.

While the CAA does not schedule testing, they do schedule medical exams. You cannot schedule a check ride until you have passed both, a medical exam and the Air Law exam. Additionally, before you can be considered for any conversion, you must send your last two Logbook's ahead for evaluation.

There is a fee for everything. Logbook evaluation, \$70. Schedule a medical exam, \$130. That's just the CAA's cut. The doctors still gets their fee. Schedule an Air Law exam, \$150. Schedule a CPL ride, \$713. Schedule an Instrument ride, that's another \$713. While these are lesser Kiwi dollars, it still adds up.

Once you pass the check rides, is it all finished? Nope. Then, you must submit your request to the CAA for your converted license, along with a "Fit & Proper Person" form to determine if you are worthy of paying the fee for a license. That form must be accompanied by an FBI criminal record report, proof of your flight hours evaluation, your driving record, and FAA certified copies of your ICAO pilot license...and, of course, your fee payment.

As I sit in the Wellington Airport, about to fly on my new airline, I look forward to the new adventure, while pondering whether all the effort was worth it. I will let you know in future reports.





## FAPA Chapter Vice President's Message

By Mike Jesch



### AutoPilot On!

One of the most frequent questions I get when someone finds out I fly airliners for a living is, “Doesn’t the airplane just fly itself anyway?” The truth is – and this may come as a shock to some of you – the airliner I fly (The Boeing 737-800NG) flies great when flying by hand. All takeoffs and all landings in it are manually flown; while the autopilot is capable of landing it, we do not train or use this feature. Even a Category III ILS approach is hand-flown, and the autopilot is required to be disconnected prior to reaching 1000’ AFL. Even with an engine shut down! With an RVR reading as low as 600 feet visibility.

Autopilots in the GA world have been making enormous leaps and bounds in capability in the last few years, and when integrated with systems such as GPSS, are truly modern marvels that make flying our little airplanes a breeze. At the same time, costs to acquire and install these devices has been dropping and they're becoming more and more common. Some pilots refuse to fly single pilot IFR without one, and even consider it an essential for day-to-day VFR flying too.

I am a firm believer in the benefits of technology. These, and other modern enhancements to our aircraft, are a part of what has made aviation safer than ever before. With a giant caveat: You’ve gotta know how to use ‘em.

A good part of our recurrent training at work is demonstrating mastery of the automation in all possible modes. Knowing which mode is appropriate in any given situation. Knowing what it’s going to do before I push any button. Knowing how to regain control if it does something unexpected. (Side joke here... What’s the difference between a New Pilot and an Old Pilot? The New Pilot says, “What’s it doing now?” while the old pilot says, wryly, “Look. It’s doing it again!”)

If you get some new automation installed in your airplane, whether it’s a new navigator, flight display, GPSS, and/or an autopilot, spend a few extra dollars and some time to get with an instructor who is familiar with this gear to help you get comfortable with it before you use it in battle. Be sure you learn how to turn it off

when things go south and return to a lower, and maybe even the lowest level of automation – None – should you need it.

One thing I've been including in my briefings with clients lately is to let me know who's flying the aircraft. Just as we do the three-step "You have the controls/I have the controls/Your controls" transfer of the flight controls between pilots, whenever you engage the autopilot, tell your sidekick in the other seat what you're doing: i.e., "Autopilot is on, in heading mode with GPSS", so I know who's flying and what you think it's doing. When you turn it off, let me know, "Autopilot is coming off". Any time the autopilot changes mode, such as vertical speed into altitude hold, announce this change so that everybody's on the same page. Personally, I don't care whether or how much you use the autopilot, I just want to know who's keeping the greasy side down.

Make sure you follow your autopilot checklist. Some autopilots have a lengthy procedure that you are required to accomplish before every takeoff. If you don't follow those, you're not legally allowed to use the autopilot on that flight. The STEC System Thirty procedure is 47 steps!

If you're doing an IPC, remember that we are required to follow the Instrument Rating ACS for this check, and that requires that 1) If you have an autopilot, you demonstrate its proper use, and 2) You fly at least one approach without the use of autopilot. So, you gotta be able to show that you can do it either way. From Appendix 7 on page A-15: "...demonstrate automation management skills such as autopilot, avionics and system displays..." And under Non-precision Approach on page A-16: "...one must be flown without the use of autopilot and without ... radar vectors."

While I am a big fan of technology and these automation devices, don't let them be a hindrance to your flying. Know when to hold 'em, know when to fold 'em! If you find yourself being confused and lost when things aren't going right, it's time to at least get back into the books on the equipment, but better yet, find your friendly neighborhood – and familiar with the gear – CFI for some quality time to deepen your understanding. You'll be glad you did.

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

Mike Jesch  
ATP, Master CFI  
[mcjesch@gmail.com](mailto:mcjesch@gmail.com)  
USPA VP Safety Education



## **ForeFlight**

By Brian Schiff



Brian Schiff is too busy pulling contrails to contribute to this issue. We hope to hear from him again in the January/February 2020 issue.



## **The Orange County Board of Supervisors Reaches a Balanced Approach**

By Bill Borgsmiller, ACI Jet

Bill Borgsmiller was just too busy to contribute to this issue. We hope to hear from him again in the January/February 2020 issue!



## Special to the newsletter

### One Approach, Three Landings, Sightseeing, and Lunch!

By Ray W. Stratton

Where to go? It's a common pilot problem. You are ready to go flying, but where to go? Back to the same \$150 burger? Boring.

How about visiting the second longest runway in the US (KDEN is number 1 at 16,000'), getting in three landings from one final approach, seeing all Southwest's grounded B737 Max 800s, and lunch too?

It is less than an hour away for most SoCal Pilots. It's "Southern California Logistics Airport" (long title), otherwise known as Victorville (KVCV), previously known as George AFB. Don't let the title of the airport intimidate you. Think of it as a very large Victorville Muni.

It's a fuel stop for cargo flights heading to Asia and avoiding LAX. It's a boneyard for Boeings, Airbus, Lockheed, and Aeroflot.



Victorville also serves as the parking lot for all of Southwest's Boeing 737 800 max fleet. See photo next page.



Victorville runway 17/35 is 15,050 feet long and 150 feet wide, the second longest runway in the US. Victorville tower is very accommodating and there is little traffic. When I flew there last year, I had lunch at Hesperia (L26) first and then called VCV tower for permission to take an aerial tour of the boneyard at 1000 AGL or less. "Cessna 1234, report over the field". "VCV tower, Cessna 1234 is over the field to tour the boneyard." "Cessna 1234, maneuver as desired, report leaving the Class D." How easy is that?!

Be sure to ask if you can do "stop and go's" on 17/35. With 15050' you can fly a final approach, land, stop, take off, land, stop, take off, land, stop, and take off with room to spare. You have three 5000' runways connected by runway. There are your three landings! I didn't see any restrictions in taxiing by the boneyard, but ask ground control first, even if it's off the movement area.

Months later I flew to VCV to drop off an Angel Flight West passenger. Million Air is the FBO and has a café open on weekdays.

If it's the weekend, try the café at Hesperia (<https://www.eatataviator.com/>). It's very good. The runway is 3,900 but only 50' wide. Talk about a contrast! Hesperia can also test your crosswind skills since the runway has bluffs around it.

It's still a \$150 burger, but an adventure too.

*Ray Stratton is currently the President of the Smoke Eagles, Inc., non-profit flying club based at FUL. He has over 1,500 hours and a commercial license and is instrument rated.*

## Safety Advisor's Safety Corner

By John Mahany

The FAA's Nov/Dec 2019 issue of the FAA's Safety Briefing is out, and the theme is CRM and error mitigation techniques in the aviation environment. It focuses on threat and error management and the importance of single pilot CRM. Since most of us fly single pilot, this applies to each of us! How effective are we with single pilot CRM techniques? What can we learn? Check it out. [https://www.faa.gov/news/safety\\_briefing/](https://www.faa.gov/news/safety_briefing/)



Fly safely,

John

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