

# SoCAL PILOTS

SOUTHERN CALIFORNIA PILOTS ASSOCIATION

**July/August 2019**



Greetings SoCal Pilots! This issue of the SoCal Pilots Newsletter has articles from our usual contributors, plus another important update from Fred Fourcher on the current situation at John Wayne Airport regarding the General Aviation Improvement Program (GAIP), and the Orange County Commission decisions. And Mike Jesch is back with something for us this month.

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

Our annual association election is now history. Many thanks to those of you that took the time to vote by replying to the emailed ballot. As you may recall, specific officers' terms (President, Vice President, Treasurer, Webmaster, Secretary and Safety Consultant) are good for only one year, while directors are elected to serve two-year terms. Director elections (or renewals) occur half on even years, and half on odd years every May and are included on a single ballot along with the annual term positions.



This year, Director Paul Columbus, our volunteer vote counter, advised me that the proposed slate was reelected by more than an ample majority vote.

Though it might seem like it, none of the SoCal Pilot officers are locked into their positions as a lifetime career. We are constantly looking for members to step into these spots upon the retirement (or ouster) of tired officers. Think about it and step up. Our by-laws are clear as to who can be eligible for election to the executive board. And, the jobs are not hard.

### **Annual Christmas Party**

It's not too far away to start thinking about our annual event. As mentioned in our last newsletter, we've again secured the Marina Park Community event room for our party. Its address is: 1600 W. Balboa Blvd, Newport Beach on the Balboa Peninsula. It's scheduled for Saturday, December 7<sup>th</sup>, 7:00 to 9:00 PM. Parking after 6 is free. Our VP Gary Schank has arranged musical entertainment for the evening. And, we hope to have a prominent speaker along with silent auction items you've always wanted to bid on. PUT THE DATE ON YOUR CALENDAR!



### **Chino Chapter**

The Chino Chapter of SoCal Pilots will live again! As mentioned in our last issue of this newsletter, we have a member that's stepped up to form a board and get the chapter up and running once again. George Estrada has expressed interest in taking on this effort to form an active chapter board of directors and launch programs at CNO. Chino has always had good programs and turnout for each of their meetings prior to Robert Baker's tragic accident. It's a great place to meet, offered by Yanks Air Museum, and good as a fly-in accommodation. And, having Flo's on the field kicks off the evening with a good meal before the meeting. With a base membership of over 65, it shouldn't be long for regular meetings and events to get going again. Generally, programs will qualify for FAA Wings credit. If you are part of the CNO roster, think about supporting the chapter by accepting a board position with George. You'll enjoy it, and members will appreciate it.



## **SNA Airport Improvement Plan**

Rather than try to relay or comment on the latest Orange County Commission decisions, I'm passing the buck to Fred Fourcher, one of SoCal Pilots founding fathers and current board director. Fred has been involved in multiple meetings with influential county government personnel and SNA airport tenant managers since conception of the improvement plan. **Following is Fred's article to SoCal Pilots with the latest on Orange County Supervisors decisions:**

SoCal Pilots,

The following, written by Alicia Robinson of the Orange County Register sums up what happened at the Board of Supervisors meeting June 25th:

*"John Wayne Airport will set aside more space for smaller planes, such as Cessna's, Orange County leaders decided this morning as they redesign the airports' general aviation program, which includes most activity other than commercial airline flights. That's a step toward answering the biggest concern of two groups: hobby and personal pilots worried they'll be squeezed out in favor of corporate jets, and residents fed up with aircraft noise and exhaust raining down on their homes.*

*The unanimous decision Tuesday, June 25, by the county Board of Supervisors came after multiple public meetings and input from hundreds of people, including many Newport Beach residents who live in the airports' flight path.*

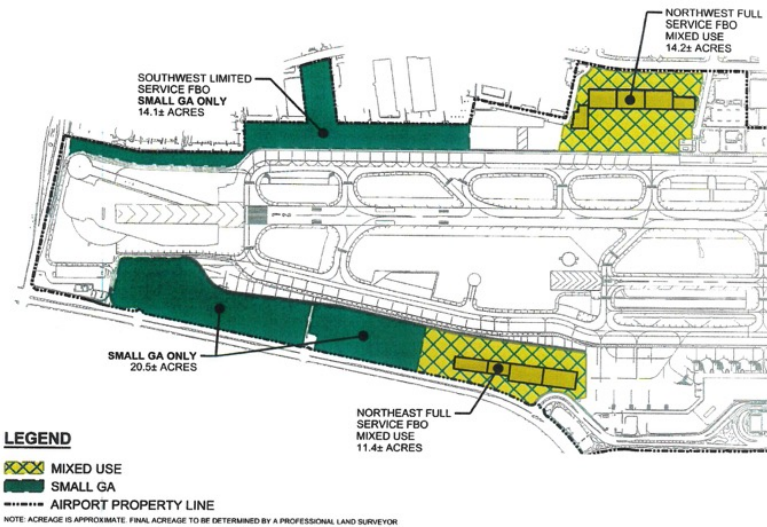
*Newport Beach Mayor Diane Dixon said Monday the city supports the plan, proposed by Supervisor Michelle Steel, to designate 34.6 acres for hangars and services for smaller planes, and 25.6 acres for larger plane and jet hangars and services.*

*But it's not over yet. The next step is for county staff to draft a request for bids from companies that serve non-commercial aircraft, known as fixed base operators or FBOs.*

*How the request is written, and what limitations it places on bidders, will be closely watched by pilots, as well as residents, said Fred Fourcher, a board member of the Southern California Pilots Association. The association wants to see a balance between different types of aircraft, and the board's decision appears to be striving for that also, Fourcher said by phone after the meeting".*

We are grateful to Supervisor Steel, Supervisor Do and Newport Beach Mayor Dixon for listening to all of us and focusing on what really matters in a way that resulted in the unanimous vote to preserve the balance we have on the field today. The next steps are to work with the Supervisors, qualified FBO bidders, City of Newport Beach and the Local Community Organizations to come up with language in the RFP that assures this balance will be preserved and increases the number of hangars.

## PROPOSED PROJECT



The diagram shows the areas in yellow as the Full Service FBOs where the larger Jets over 12,500 lbs. with wingspans 49' and above are restricted to. The green area is for "Light GA" which are planes smaller than that however based on the kind of facilities that are built, the Light GA could dramatically shift towards jets from small planes. About half the business jet fleet qualifies as "Light GA". Craig Ryan presented

examples of the kind of planes we fly vs. turbine powered "Light GA". The best way for us to preserve the balance on the field for the next 30 years is to build individual hangars in the same ratio between sizes as are in the area between ACI and Dove St.

This image shows the hangar sizes for each of the rows.

The goal now is to make sure language such as this is included in the RFP: ***Dedicate the Green Area to building the maximum number***



***of individual hangars while preserving the current ratio between 40', 50' and 60' wide hangars.***

Parcel 2A Current Hangar Mix		
Size of Hangars	# of Hangars	% of Total
60' Hangars	10	9.1%
50' Hangars	16	14.5%
40' Hangars	84	76.4%
<b>Total</b>	<b>110</b>	

We worked hard to communicate the message and adapted to the circumstances keeping our goals in mind to remain on the airport and increase the number of hangars. This was a big win for all of us last week and now we must stay engaged to make sure balance is maintained.

Fred Fourcher  
Founder and Board Member  
SoCal Pilots



# President John Wayne Chapter

By Pat Prentiss –

The proposed JWA General Aviation Improvement Program, after much discussion, went before the County Board of Supervisors on June 25, 2019. On a vote of 5-0, the Board approved the draft Environmental Impact Report (EIR) and a project proposal put forward by Vice Chair, Michelle Steel, Second District Supervisor, limiting space for medium and large general aviation jet aircraft, and dedicating space exclusively for light GA aircraft.



The proposed project will include two full-service and one limited-service Fixed Base Operator, limits medium and large general aviation jet aircraft to 25.6 acres on John Wayne Airport property, designates 35.6 acres exclusively for small general aviation aircraft and allows an international general aviation facility to operate within one of the full-service fixed base operators between the hours of 5 a.m. and midnight.

Thank you to Fred Fourcher for staying connected with this whole process and thank you to all those who fought with sophistication for the retention of the smaller general aviation aircraft. I'm proud of SoCal Pilots. Through a collective voice we repeatedly expressed our viewpoints and concerns. There's more to come but we'll cross that bridge when we get there. As with all monthly meetings, SoCal Pilots continues to bring educational and informative speakers to you, especially with topics that focus on safety.

In June we heard from the JWA/Orange County Fire Authority Aircraft Rescue Firefighting with respect to procedures and compliance and their day-to-day operations. I gotta tell you, Captain Horner, Captain McQueen and Firefighter Bidinger entertained us for over an hour through seriousness and humor. There were loads of questions from the audience which made our evening an interactive evening. Thank you again to our Firefighting team for bringing such awareness to the surface.

We've scheduled speakers for the next three months, so mark your calendars. In July we will have Mike Jesch who will speak on airborne emergencies, in August we will have Rob Reddeg from So Cal TRACON and in September we will have Rod Machado. All three are excellent presenters and I suggest you register as soon as the meetings are announced so you get a seat.

Lately, the overcast is diminishing early so we're left with lots of good flying weather for the day. I can finally wish you lots of blue sky and safe flying to all those "want to go to" destinations – you know, where those \$100 hamburgers reside.

Smooth skies!

## SoCal Pilots Vice President's Message

NEVER SAY NEVER

By Gary Schank

For the third year in a row, I participated in an "Airline Pilots Roundtable" seminar for the Ninety-Nines at KCMA. The usual suspects were there, Mike Jesch, John Ringel, Brian Schiff and me. This time, we had an added bonus. Barry Schiff was the moderator. He was so much fun, and he added so much to the discussion. Barry Schiff pointed out that there was over 100,000 hours of flight experience between we four. However, Captain Barry was humble enough not to point out that his hours in the cockpit dwarfed all of ours.

I flew up to the seminar in my Bonanza A-36. Our SoCal Pilots SNA Chapter President, Pat Prentiss joined me on the flight. As we approached KCMA, I placed the landing gear lever in the down position. Pat pointed out that only the yellow "In Transit" light appeared, as I had not yet gotten to full configuration and run the landing checklist. Pat was already a useful Crew Member. We cycled the gear and got three green lights. No problem. We landed and headed to the seminar.



Our seminar discussion primarily focused on handling emergencies. Several of us joked about having had a discussion before a flight that we never had a particular emergency, only to end up in the very situation on the next flight. Even a pilot in the audience had the same scenario. It was uncanny. One of the questions was, "Have you had emergencies in a General Aviation airplane?" I responded, "never". I have had 17, yes 17 emergencies in my airline carrier, but never in my private flying. Never.

Time to head home. As we climbed out on our night IFR flight, I noticed that we were not climbing as usual and our airspeed was lower than normal. I looked over, and sure enough, a yellow transit light. Ah, hah! To lean on my legal side, the evidence was in. Our gear was not up. Further investigation revealed that the landing gear circuit breaker was popped open. We decided that we would wait until we were comfortably cruising before addressing the issue. Above all else, fly the airplane. At 5,000 feet, we were cruising primarily in IMC.

As with the usual airline procedure, I was willing to try one, and *only* one circuit breaker reset to get the gear down. No joy. I pulled the circuit breaker and prepared to do a manual gear extension. The Bonanza manual gear crank is close to the floor behind the right front seat. In order to reach it, the right front seat must be full forward and the pilot seat fully back. In the airlines, we learn to use crew resource management (CRM). I had the benefit of Pat Prentiss sitting in the right seat. Pat took the yoke while I struggled with the gear crank. Having Pat at the controls, I was able to get up and crank the gear from the back seat. What an advantage! After enough cranking, the welcome sight of 3 green lights appeared. We were only halfway home, and we were flying slow, but so what? We had 3 green lights...sort of. The left main gear light stayed on but intermittently faded then got bright again. On final approach, I mentioned to the tower that we had the intermittent light. Tower offered to observe the gear on a fly-by. I took them up on their offer. Tower indicated that the gear appeared to be down. We circled and landed without incident.

Just minutes before the flight, I commented that I never had an emergency in a General Aviation airplane. I'll never say "never" again.



## **ForeFlight**

By Brian Schiff

Captain Brian Schiff is busy pulling contrails this month, so he did not have time to contribute. We will look for his article again in the September/October issue.



# FAPA Chapter Vice President's Message

By Mike Jesch

## Why Ask Why?

It's often said the most underutilized words in the pilot/controller lexicon are "Unable" and "Say Again". Sometimes, it's critically important to get your point across, clear up a misunderstanding and get clarification in the most expeditious way possible, and other times, the issue is a bit more subtle but just as important.



Recently, a story came to me of a classic case of miscommunication. Fortunately, the outcome wasn't bad, but it could have been. It's an interesting event, and perhaps will illustrate the importance of asking questions.

The pilot was departing from one airport and destined for another some 50 miles away, and across about three separate ATC sectors. The weather was good VMC, but he wanted to fly IFR just for the practice. In our area, it's possible to obtain a "canned" clearance – called a Tower Enroute Control (TEC) – without filing an IFR flight plan and going through all those hoops. In any event, our pilot did exactly this and was soon on his way, cleared via the expected route and 6000 feet (which was higher than the normal 4000 published for the route). As he was climbing through 4700, the pilot was instructed to maintain 4500MSL for traffic, which he acknowledged and did, and got some additional vectors.

Soon, he was transferred to the next ATC sector, and then another one, and dutifully checked in each time level at 4500. One of the controllers instructed the pilot to "resume own navigation" (normally, an IFR pilot should expect a heading to intercept an airway or to a fix before resuming). The final controller eventually told him "Practice approach approved, no separation services provided." The pilot responded with, "I guess I'll cancel IFR then." I can only imagine what went through the controller's mind when he heard that!

I think this event illustrates a couple of human factors mistakes and offers a chance to review some best practices that we all might consider bringing into our technique. I believe any mistakes made were honest omissions, and no violations of procedures or regulations appear to have occurred.

First, the controller issued a bit of an unusual altitude to the pilot, which was modified to an even more unusual altitude. While it's not normal to be assigned a strange altitude above the MEA like that, neither is it out of the question. In this case, conflicting traffic necessitated the change, and the controller probably intended to instruct the pilot to descend and maintain 4000 once he was clear of the conflict. On the pilot's part, he received a clear reason for the different altitude, and it made perfect sense. I don't know whether the traffic was pointed out to the pilot, or whether he ever had visual contact with that traffic. And, it doesn't really matter.

Next, control was moved to the next ATC sector, where the pilot checked in "Level at 4500". The previous two airplanes in the same area were both at 4500 and under VFR, so the presence of a third probably didn't seem unusual, and no questions were asked. He might have had a little

Confirmation Bias here, expecting that any aircraft at 4500 clearly had to be VFR. I have no idea what was said during the handoff procedure between sectors, or if there is an indication on their screen as to the rules under which the pilot is operating.

Eventually, control was issued to the final controller, and the approach request was made. I know from experience that if the request is made to that second controller, word often doesn't get passed to the final, and it often seems like a surprise.

So, what lessons can we learn? What can we do to reduce confusion like this and help our teammates out on the other end of the radio? Perhaps an earlier communication with ATC, at almost any point on this flight, raising the question. Something along the lines of, "Hey, ATC, I was cleared to 4500 for traffic; do you still need that?" Or, "When can I expect to go back to 4000?" Or maybe reminding each sector that you're "IFR, level at 4500."

Remember that we're all human. Our Air Traffic Controllers are excellent; they take immense pride in accurately and safely providing the services they provide us, and they do so without problems so much of the time that it may be hard to remember that mistakes will occur. They're not perfect. But, it's our kiesters strapped to that aerospace vehicle. If at any time, something seems unusual, or you don't know why something is happening, don't be afraid to ask the question. Don't let any confusion remain in the operation, even if it's not on your part, but you think the controller might be confused. Poke the controller for clarification or resolution. It's possible that he or she might have just forgotten that he'd asked you to do something weird.

Finally, please take any opportunity to visit with controllers. Whether it's visiting the tower at your local field, or a pilot group-sponsored tour of a TRACON or ARTCC facility, or even finding the Pink Shirts at Oshkosh, I cannot recommend highly enough that you avail yourself of any and every opportunity to meet these people and see how they do what they do. Write down your questions and bring them and ask them; they truly enjoy meeting the people they serve and answering them. As it happens, in this case, the pilot happened to be scheduled to tour the very facility in question just two days after the event. It was a tremendous opportunity for them to meet and explore the nuances of this tricky situation in person.

Fly Safe! Have Fun! Fly More!

Mike Jesch

ATP, Master CFI

2018 LGB District FAASTeam Rep of The Year





## **Safety Advisor's Safety Corner**

By John Mahany

The FAA's July/August Safety Briefing is not out yet, but the July 2019 issue of Aviation Safety is out and addresses several both interesting and important topics. Among them; how to plan a trip flying north to Alaska, Beyond Gliding Distance, reasons to not fly a coupled approach, and summertime air mass thunderstorms, which is a timely topic. Check it out.  
<http://www.aviationsafetymagazine.com>

Fly safely,

John



# Aviation Appreciation Dinner

## The Role of GA Camaraderie in the Israeli-Jordanian Peace Process

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**All pilots and aviation enthusiasts are invited to attend this special evening at Oshkosh with guest speaker Brian Schiff Tuesday, July 23, 2019 • 6PM • Wittman Terminal Building**



Capt. Brian Schiff was one of the pilots in the lead airplane of a group of 31 planes that flew from Israel to Jordan in "Operation Peace Flight"— the first ever aircraft to take off in one of these countries and land in the other.

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