

# SoCAL PILOTS

SOUTHERN CALIFORNIA PILOTS ASSOCIATION



This issue of the SoCal Pilots Newsletter is larger than usual, and has articles from most of our regular contributors, plus some guest contributions, whose stories I think you will enjoy reading. Also, in this issue, are submissions from some of the FBO's that are submitting bids in response to the GAIP and RFP for John Wayne Airport, so you the membership have a better idea of what they are proposing.

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

The new year has forced upon us a need to review our organization in ways I never envisioned. We are still a vibrant active group of members interested in furthering GA and providing necessary safety information vital to continuing our successful existence. I sometimes receive inquiries from start-up groups wanting to know our secrets of success. I feel flattered and anxious to assist by either providing copies of our bylaws, or consulting via phone when called. Our name sometimes (but not always) provides some confusion when an outsider thinks they're calling another



group asking how we maintain our membership and function to keep interest. It's really a pleasure to be able to inform a fledgling start-up of who we really are, and our own story. It's personally satisfying for me to be able to answer their questions when someone outside our area/state asks us for advice. I'm convinced our success has proceeded us in ways yet to be seen.

## **Fullerton Chapter**

It was only seven weeks ago (January 27<sup>th</sup>) that two officers from the Fullerton Airport Pilots Association (FAPA) personally met with me to formally resign the Fullerton chapter from SoCal Pilots Association. The FAPA board had unanimously voted to withdraw their affiliation by submittal of the required 30-day notice in keeping with governing bylaws. Reasons stated in the letter emphasized that FAPA needs aren't available or utilized in other chapters of SoCal Pilots, but implemented daily by Fullerton member activity. It's viewed that FAPA members are not receiving sufficient value of their member paid dues under the vail of SoCal Pilots and wish to withdraw their connection.

In our subsequent recent SoCal Pilot board meeting, a better understanding of FAPA concerns were discussed with FAPA management and financial changes offered to the Fullerton board that might alleviate their need to withdraw. Loss of the Fullerton Chapter will severely impact SCPA.

However, the Fullerton chapter has since determined to withdraw its formal affiliation but maintain a relationship as an "Independent Chapter" or "Affiliate" of SCPA. Conditions of this relationship were proposed but not yet considered by the SCPA board. At the time of this writing, formal acceptance has not taken place. When determined, SCPA will notify chapter members of its decision.

## **Chino Chapter**

The Chino chapter is coming together and has started their monthly routines of providing interesting topics. Yanks Air museum provides a great venue for meetings and is very accommodating for all to attend. It's a good "fly-in" facility and usually has plenty of aircraft parking for visitors. Just let them know if you'll need access from the airport side if getting there by air.

CNO currently meets the 4<sup>th</sup> Tuesday of each month but is considering moving to the 3<sup>rd</sup> Tuesday if the Fullerton chapter departure is carried out. Stay tuned on that status. George Estrada, the CNO President is progressing with the meeting schedule and really appreciates support members and outside agencies have helped with. Needless to say, the Yanks Air Museum is a great place to hold meetings and selflessly offers it for regular chapter meetings. As mentioned in the last issue of this newsletter, it's important for members to step up and support the chapter like in the old days. George is putting together an active governing board to support members having an interest in our chosen aviation field and may contact members to become an active part of the chapter management. It's not a hard job, but really rewarding. Give it some thought.

## **Changes that Affect Us All**

Speaking of our recent SoCal Pilots board meeting, other operational changes of SoCal Pilots will affect members, mostly older members.

Over the years, SCPA has organized and held its annual Christmas party. If you've attended, you certainly know that they're usually held in an attractive locale featuring a well-known speaker and live entertainment (dance band), a cash bar, dinner and camaraderie with members not seen daily through the year. Year after year, the event has always been a financial loss for SoCal Pilots... except the last two years. These last two years, we actually netted a small profit mostly due to the sale of donated silent auction items and services. As a result, the board voted that no Christmas party will be held this year. Future years are TBD.

To provide the needed break in our routines that the party always offered, our association Treasurer/Web Master Stephen Blythe has offered to host a summer event at his home for all to attend. Our parties have always been sized to accommodate upwards of 200 members and guests. Stephen assures us his home can handle this size of an event. The party is posted on [www.socalpilots.org](http://www.socalpilots.org) as **SCPilots Summer Party**, Sunday, June 14<sup>th</sup> 1:00 to 6:00 PM. Take a look and sign up.



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

As we go to press, the speaker for the Chino Chapter has cancelled, and the Chapter President is working on a program for the March meeting.

Be Safe, Fly Safe

George Estrada  
Appointed President



## **President John Wayne Chapter**

By Pat Prentiss

I really enjoy including different photos in my monthly President's Message. Through the photos I am able to tell a story, often expressing the thoughts of others. When I knew for sure that Gary Shank was returning to the United States, more specifically to Orange County, the words of Dorothy in the Wizard of Oz came to mind; "There is no place like home".



Our guest speaker in January was Gary Shank who spoke about the flying differences in the United States and New Zealand. It is easy to assume that flying is pretty much the same everywhere, but that is not the case as we found out.

Gary spoke of flying over and around rugged terrain, the challenging approaches, financial implications and the difference in obtaining pilot



credentials. The visuals in the presentation showed a beautiful country, one that most long to see and one that is on many a bucket list, but, flying in different countries comes with different regulations and its own set of challenges. So once again, Dorothy suggests....” There is no place like home”.

Recently I attended a one-day workshop in Lancaster. The workshop centered on being a mentor. We discussed what role a mentor should play and the net worth of providing support and friendship to a student’s journey.



I have been fortunate to have some wonderful mentors who pushed me to the limit. Now years later, I have decided that I want to help someone who is passionate about what they do – or – what they want to do. I have an outstanding mechanic, well versed in maintaining Warbirds. He brings with him a young lady who is working hard to become a Warbird mechanic and who handles most of the maintenance on my 1944 Stearman. Can I teach her anything? Probably not. Can I be a mentor to her with respect to maintenance on my aircraft? Probably not. But exposure to maintenance on the Stearman under the direction of my qualified and certified mechanic allows Jenni to learn from a star in the field, allows Jenni to have on-the-job training and real-life experiences.

So, let’s recall the Wizard of Oz. Dorothy was going to miss the Scarecrow. We all heard her parting words and we all watched her expression when she said goodbye. Dorothy met the Scarecrow first and *he encouraged her* on her quest. Who knows, maybe the Scarecrow was a mentor to Dorothy.

Best,  
Pat



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

## **What's Your Type?**

By Gary Schank

During the entire month of February, I was in Dallas obtaining a type rating on the EMB-145, which I will fly for JetSuite-X out of KSNA. This was my sixth type rating (not counting the New Zealand type ratings on the AirVan and Pipers PA-28 & PA-34). Training was provided by CAE, a beautiful facility with over 20 multimillion-dollar simulators.



Type ratings for Part 121 or Part 135 operators are especially challenging, as the FAA requires very specific training. A full week of classroom systems training is required. After passing a written exam, the next step is learning and practicing flows and procedures in the Flight Training Devices, which are non-motion computer touchscreens set up to imitate the cockpit. Then it is on to full flight motion simulators. Simulator sessions last for about 6 hours. Sessions start with a one-hour pre-briefings, followed by 4 hours in the simulator, then a post-brief follows. It always amazes me how airlines and flight schools figure out exactly how much training is required – no more and no less. Even the day before the check ride, you don't quite feel as though you are prepared. Yet, the very day of the check ride, it all seems to come together.

The check ride begins with an oral exam. All limitations of the aircraft must be known. Additionally, there are always a handful of emergency memory items that must be stated verbatim. These are the first critical steps of emergency procedures that require immediate action. For instance, emergencies such as a trim runaway, engine fire and smoke in the cockpit require some immediate steps. Once those steps are completed, there is time to get into the Quick Reference Handbook (QRH) to complete the remainder of emergency procedures.

*For example, here are the memory items for rapid decompression: 1) Don masks, 100% O2; 2) establish intercom communication; 3) notify cabin crew; 4) fasten seatbelt signs-on; 5) thrust levers-idle; 6) speed brakes-open; 7) maintain 250 kts.; 8) landing gear-extend; 9) initiate descent to the higher of 10,000 or MEA.*

The briefing room has a large image of the cockpit on the wall. The examiner starts with the overhead panel, then the instrument panel, then the center pedestal, pointing out each component, asking questions about it. "How do you test the Cockpit Voice Recorder?" "Explain the priority of the electrical components, Ground Power Unit, APU, Engine Generators". "What components and instruments do you have on emergency power?" "What components are shut off when you pull the engine fire handle?" After about an hour and a half of questions, it was time to fly the sim.

The entire ride took place at JFK, New York. As with the ground school and the oral exam, the simulator ride must evaluate specific maneuvers. It started with a Standard Instrument Departure (SID) from Runway 31R, followed by air work to include departure, cruise and approach stall recoveries and steep turns. After the air work was completed, an RNAV approach to 22L with a balked landing and engine failure during the go-around was to follow. We were able to do an engine relight after the go-around, but as soon as that engine was restarted, there was a fire warning on the other engine. That necessitated an engine shutdown followed by a required single-engine ILS to Runway 4R. No runway in sight at minimums, so another single-engine go-around, followed by a single engine ILS to a landing. The next take-off attempt resulted in a door open warning and a rejected take-off. The following take-off resulted in an engine failure at V1 (take-off decision speed). A successful engine restart was made. Thereafter, we were cleared direct to JFK VOR for the full VOR 4L raw data approach, which included a procedure turn. However, no straight in. This was for a night circle to land Runway 31R, one of the most difficult maneuvers in a jet. After the circle and landing, we were cleared to fly a visual pattern with no vertical instrument guidance. On downwind, the flaps failed in the up position, which required a landing speed of 158 knots. On close final, the APU fire warning sounded, which required an aircraft evacuation...and that's how the ride concluded.

Of course, check rides are always more difficult than the actual flying. Out on the line, that would have been a very bad day. The EMB-145 seems to be a fun airplane

to fly. It is a well-powered airplane and it has a surprisingly heavy feel to it, much like you would expect of a larger airplane. In fact, the elevator feel is slightly heavier than that of a B737. The JSX operation seems like a fun one as well.

My new ride is a red striped “Jungle Jet”, so if you hear “Big Stripe” on the frequency listen for me. Fly safe.

## **FAPA Chapter Vice President’s Message**

### **By Mike Jesch**

Mike is busy flying and did not have time to contribute. We’ll look for something from him in the next issue.



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



## **ForeFlight Feature**

The “Send To” Button  
by  
Brian Schiff

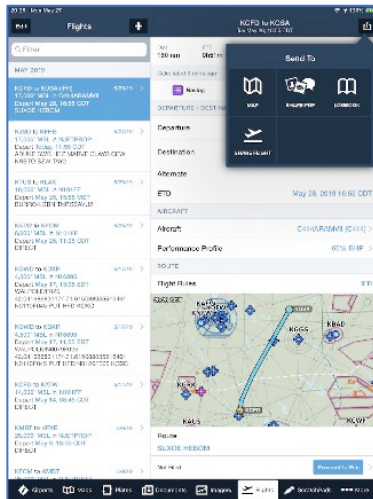


*“Send To” Button*

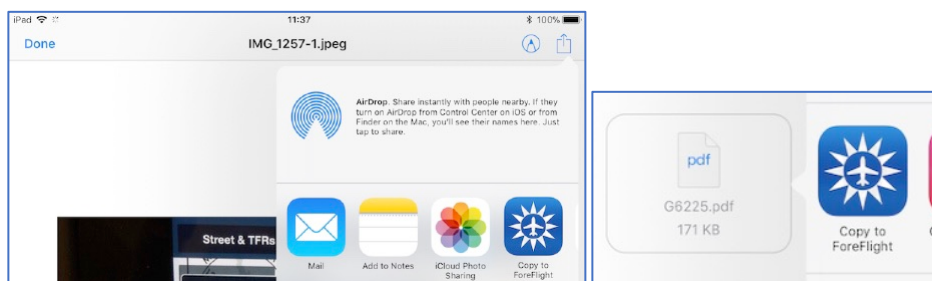
One of the handiest features in ForeFlight is the “Send To” button. It’s the rectangle-with-arrow button. Often this handy tool is the answer to many ForeFlight questions I receive like, “How do I get approach plates on my map?” or “How do I get the route I’ve created on the map into a Flight plan for filing?” You’ve probably seen it and wondered what it does. Or you’ve used it, but you have not utilized it to its full capabilities.


## Send To Features:

- Overlay approach plates on the map (tap the Send To button while viewing a plate and choose Map).
- Share a flight that you've planned via AirDrop, email, text, Twitter, FaceBook or another app.



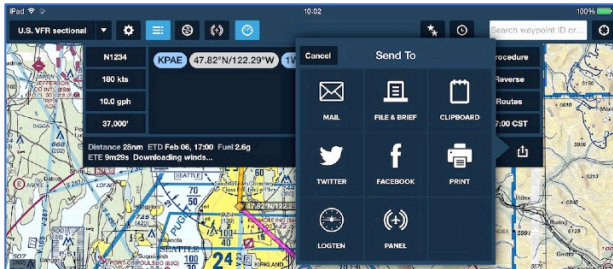
- Share your Flight's detailed Navlog and ICAO Flight Plan form as a single, combined PDF using the Send To menu in the top right of the Filing page, after tapping "Proceed to File" for a Flight. When you receive a shared flight plan via email, open the message, tap the attachment, then tap the Send-to button, and tap "Copy to ForeFlight" (below).



- Cockpit Sharing of a flight with another ForeFlight user—other devices on the same Wi-Fi network that are running ForeFlight (listed by device name).
- Save an ICAO flight plan as a formatted PDF: Tap "Proceed to File" then .
- At any point in the planning process you can send a Flight to the Maps

page by tapping the “Send to” button in the upper-right corner and choosing Map.

- If you make further modifications on the Maps page, you can send them back to Flights by tapping the “Send to” button at the bottom-right of the Flight Plan Editor and choosing “Flights.”



- Print approach plates, navigation logs and flight plans: Tap the Send To button in the upper toolbar and choose “Printer.” An AirPrint capable printer is required. For more information about this requirement, see: <http://support.apple.com/kb/HT4356>
- Copy the flight plan to the iPad internal clipboard to allow “pasting” in another application.
- Send images to somebody else, print them or save them to your photos.
- Share or print a document you are looking at (including annotations).
- Copy a filed flight plan into a new flight plan.
- Send your completed Weight & Balance to your dispatcher, wife or FBO.
- Share a PDF copy of any ScratchPad via email or Message.
- Share a Checklist.
- Share a read-only copy of an Aircraft with another pilot.
- Export your user waypoints as a KML (Google Earth) file via email.
- Send a route of flight to Connex (requires Flight Stream 210 or 510)  
NOTE: Flight Stream 510 only supports route transfer to GTN 600/700 series GPS navigators.
- Send a route to SkyView (from the Flight Plan Editor).
- Export a Track Log to Google Earth, email or Logbook. “Logbook” creates a new entry in ForeFlight Logbook and auto-fills it with the



current route, aircraft, and estimated time en route. Note: this option only appears if you have a subscription that includes Logbook.

- Export routes or flight plans to the LogTen app.

This powerful and underutilized tool is one with which all ForeFlight users should become familiar. When you see it, tap on it to see what options there are and become familiar with them.

## **The Future of GA at JWA**

By Bill Borgsmiller, ACI Jet

As you may have noticed, I have been absent from this column for a few months. The long-awaited “Request for Proposals for Fixed Base Operators” (RFP) was released by the airport in September 2019 and we spent the last quarter of the year in development of our response. ACI Jet engaged with customers and planned for this well before the release, but until it is officially out, one does not fully know what will be required for a proper response. We were excited that the RFP spelled out requirements to help maintain the healthy general aviation environment that exists today at John Wayne Airport.

Click or copy/paste into your browser to read the remainder of ACI Jet’s article.

<https://www.socalpilots.org/MbrPgm/Publications/PubOpen.asp?vq=HLJL>

## **The Future of GA at JWA**

By Scott Cutshall, Clay Lacy Aviation

Hello SoCal Pilots,

My name is Scott Cutshall, member of the SoCal Pilots SNA Chapter and SVP Business Operations with Clay Lacy Aviation. Last December, as part of John Wayne Airport’s General Aviation Improvement Program (GAIP), Clay Lacy submitted a proposal to operate one of two Full-Service FBOs. You have surely heard much about the GAIP over the past three years and I am delighted to share that it appears some key decisions are in sight.

Click or copy/paste into your browser to read the remainder of the Clay Lacy article:

<https://www.socalpilots.org/MbrPgm/Publications/PubOpen.asp?vq=HLJM>

SVP, **Special to the newsletter**



# Missionary Flights

SoCal Pilots,

My name is Jack Zisakis. I am 20 years old and for the last six months I have been serving alongside Missionary Flights International as an aircraft mechanic in the missions' field in the Caribbean. What I initially intended to be a short-term trip to fill a temporary need, quickly turned into an experience that has totally shifted the trajectory of my career. I have many stories from my time in the Caribbean however I think you may be more interested in the story of how I got there; and to tell that I will start at the very beginning.

There was never a doubt in my mind as to what I was going to do when I grew up. I was going to fly airplanes. Aviation seems to run in my blood as my family has been involved in aviation for several generations. My family has served everywhere from the skies over Nazi Germany, to the Apollo space program, to the remote regions of the Alaskan wilderness. I had grown up turning wrenches and was no stranger to getting my hands dirty. I had started working with my father and grandfather at an early age where much of their knowledge was passed down to me.

During high school I got involved with the EAA and soon found myself building experimental aircraft from the ground up alongside the Applied Sciences Division of the Fullerton Pilots Association. I hung around the field every chance I got, and I never turned down an opportunity to go up for a flight.

I started my own flight training at the age of 16 in a wood and fabric covered 1930's Piper Cub. As graduation approached, I was busy making my own plans for my life. Although I had worked very hard to secure a slot at the United States Naval

Academy, I was told that my eyesight would disqualify me from aeronautical studies. Seemingly without a direction, I applied to any and all jobs relating to aviation. My mentors at FAPA had recommended me to the owners of the local flight school, AFI. It was here that I got my first big break in aviation and was fortunate enough to work under their head mechanic Larry Ziegler for more than a year. In this time, I was able to gain an incredible amount of invaluable experience that would serve me for years to come. After working at the flight school, I worked for several different repair stations eventually ending up at Western Avionics as an Avionics system specialist.

Alongside my professional career, I was also regularly volunteering with Wings of Faith Aviation at Corona Airport. In late spring 2019, I received a call from Missionary Flights International asking if I would be willing to help upgrade the avionics in their turbine powered DC-3's. Two weeks later I was on a plane headed for their headquarters in Southern Florida. I spent the next six months traveling throughout the Caribbean working on active ministry aircraft as well as C-47 build project that was salvaged from South Africa. During my time in the Caribbean I was exposed to extreme poverty, cultural uprisings, catastrophic natural disasters, and above all, a need and thirst for the gospel message. I began to see the impact that even a single airplane could have in the furtherance of God's kingdom. I realized that my God given skills and talents could have far reaching effects in these isolated island nations.

After much time spent in prayer, I realized that my temporary service in the Caribbean was actually the first step toward a long term calling in missionary aviation and part of a much bigger plan that God had been preparing me for. As my time with MFI came to a close, I had already committed to returning as full time mechanic. In addition, MFI had also asked me to start working toward a commercial rating in order to join them as a DC-3 pilot. In order to expedite my training, an affiliate missionary organization agreed to sell me a mothballed C150 for pennies on the dollar. My younger brother and I spent the remaining weeks preparing the small Cessna for our journey westward to California. The flight consisted of frequent detours, beautiful scenery, and several cold nights spent under the wing. As you can imagine the inclement weather, daunting terrain, and complex airspace along the way presented many challenges. As we touched down at the small airstrip in Corona California the first chapter in my story came to a close. The story of a young man from the SoCal Pilots Association who wanted nothing more than to fly.

Currently I am putting together a support team to stand alongside me as I step out in this new direction to serve in Caribbean. I am just over halfway to my goal of monthly support and so far, I could not ask for a better team of financial and prayer supporters to back my mission. All the pilots and mechanics on staff with MFI are considered full time missionaries and require the financial support of like- minded churches, individuals, and businesses. I have been asked to raise a minimum of \$2,250 per month to cover my own expenses. From a practical standpoint, this would look like one dozen supporters at \$150 and two dozen supporters at \$50 per month. With this said, any and all support is greatly appreciated; however, my greatest need by far is prayer. For a young single man such as myself, prayer is the most comforting form of support I can receive. It is my desire to develop a personal relationship with everyone on board my team and I hope to meet you soon. On March 14th, Wings of Faith Aviation will be hosting a free send-off breakfast for my friends, family, and support team at Corona Airport around 9:00am. It is an open invitation and I hope to see you there.

<https://www.missionaryflights.org/zisakis>

God Bless,  
Jack Zisakis



**During the weekend** of January 11 & 12, 2020, SoCal Pilots Member and Lt. Col. Bob Lange, USMC, Ret., led a group of pilots to the US Navy's San Clemente Island, which is normally off-limits to civilians. Bob made all of the necessary arrangements and received the required permissions. This trip was a 'dry run' and was part of Bob's planning for an upcoming Wounded Warriors trip to the island in April.

Click or copy/paste into your browser to read emails from some who went. Ed.

<https://www.socalpilots.org/MbrPgm/Publications/PubOpen.asp?vq=HLJK>

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

By John Mahany

The FAA's Mar/Apr 2020 issue of the FAA's Safety Briefing is out, and the theme is 'Weather Technology'. It discusses some of the new tech tools that are now available for us to stay clear of unfriendly weather, what it calls 'UMC' or Unfriendly Meteorological Conditions. Check it out. [https://www.faa.gov/news/safety\\_briefing/](https://www.faa.gov/news/safety_briefing/)

Fly safely,

John



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