



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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**JULY 2007 NEWSLETTER**                      **HAPPY FOURTH OF JULY!**                      **EDITOR CANDY ROBINSON**

**WHAT'S UP? S U R V E Y: Aviation Training Device (ATD)** A burned-up power supply will probably economically total the AST300X simulator. If we replace it with an Elite ATD, would you be interested in flying it? We'll run a follow-up survey next month in our newsletter with pricing information (please disregard pricing with your answers until then). For additional information, see [http://www.flyelite.com/hardware.php?product\\_id=129](http://www.flyelite.com/hardware.php?product_id=129). Survey results obtained by June 30th will determine the business plan. Thank you!  
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Per Month	Would you rent an ELITE . . .
_____ hrs	Personal Computer, PCATD, like the Elite PC-121. FAA approved for up to 10 hrs towards instrument rating.
_____ hrs	Basic ATD, like the Elite PC-135. FAA approved for approaches, holding, and intercepting/tracking required under section 61.57(c)(1) for recent instrument experience (instrument currency)! Log up to 2.5 hrs Private, 10 hrs Instrument, RFE Instrument.
_____ hrs	Advanced ATD, like the ELITE RC-1. FAA approved to log up to : 2.5 hrs Private, 20 hrs Instrument, 25 hrs ATP, 50 hrs Commercial, Recent Flight Experience (maintain currency), Instrument Proficiency Check (partial), Instrument Practical Test (partial)
_____ hrs	Advanced ATD, like the ELITE G-1000 iGATE. Same as ELITE RC-1 without Instrument Proficiency Check (partial).
_____ hrs	Advanced ATD, like the iGATE. Same as ELITE RC-1.
_____ hrs	I am a CFI with ELITE experience and would teach in the ATD.

Name: (optional) \_\_\_\_\_ Membership #: (optional) \_\_\_\_\_  
Comments:

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**DO YOU HAVE SOMETHING TO SQUAWK ABOUT? by Randy Somershoe**

We have all heard the story of a captain who works for one of the well known airlines flying his "Big Boy Jet". As he gets closer to his destination, he waves his hands and arms as though he was conducting the Phil Harmonic, pushing buttons, turning knobs to set up the autopilot for landing. As the airplane starts its way into the terminal area, the confident captain has the airport in sight, and since he prides himself on the fact that he knows his ship like his bedroom closet, he is just going to ride it out and let the airplane land on its own. Why? Because it can. The airplane hurdles over the runway in the vicinity of 150 knots remaining in the same configuration as during the approach. The airplane bounces not once but twice, the first one being the most violent, the second one yawing the airplane towards the edge of the runway. The pilot, now with his eyes wide open along with his mouth (so open you could catch flies with it) slams on the brakes and regains control of his bird!

While taxiing to his gate he realized that the auto-land was not working and must be squawked inoperative. A week goes by and the self-confident captain is flying the same airplane. As he thumbs through the squawk sheets he comes across his

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**FOR IMMEDIATE RELEASE: John Shannon MAHANY, Master CFI**

John Mahany recently renewed his Master CFI accreditation. John teaches with Flight Safety International and is an independent flight instructor at the Long Beach Airport (LGB). He is also the president of EAA Chapter 7, a volunteer Angel Flight pilot, and serves as a FAA Team representative for the FAA's Long Beach FSDO.

**SAFETY TIP OF THE MONTH by Phil Barton**

Just before you crawl into your beautiful airplane to fly to some fantastic destination, don't forget to call the Flight Service Station (FSS) for the weather en route. There are three types of briefings you can obtain, the standard, the abbreviated and the outlook.

The standard briefing is given within 24 hours of flight time, and will consist of:

- a) Weather-put out by LA Center.
- b) Adverse conditions given by the National Weather Service (Sigmets, Airmets, & Convective Sigmets).
- c) VNR: VFR not recommended-if such is the case.
- d) Synopsis of the weather.
- e) Current conditions from pilot reports.
- f) Enroute forecasts.
- g) Destination forecast (within 1 hr.before & 1 hr.after arrival).
- h) Winds aloft at your flight altitude.
- i) Temperature (on request).
- j) NOTAMS (Notice to Airmen) .
- k) Request for pilot reports.
- l) EFAS: Enroute Flight Advisory Service.

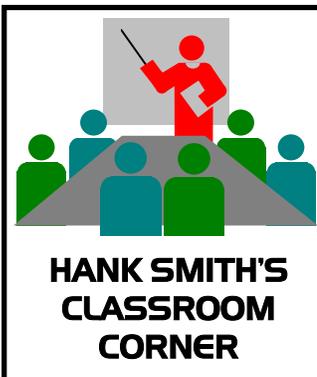
The abbreviated briefing: This briefing is used to update the information you received during your earlier standard briefing. You will be asked for the time you received your earlier briefing, and will be told of any additional information changes since your last briefing. If there are no changes, your briefing will terminate.

The outlook briefing: This briefing is given 6 hours or more before flight time. It will consist of :

- a) Adverse conditions (Sigmets, Airmets, etc.)
- b) Synopsis (Type, location, & movement of weather that might effect your flight).
- c) Enroute forecasts
- d) Destination forecasts

According to the FSS I talked to, the best time to obtain a current briefing is when the forecasts comes out at 5am, 5pm, 11am, & 11pm local time. Also, Riverside FSS is now closed, and Hawthorne FSS will close in July 2007. Only San Diego FSS at Montgomery field will be in operation with their new high tech equipment.

Adios, and fly safely.



**CLASSROOM CORNER..... HANK SMITH**

How ya doin' with FSS these days? Well, have I got something for you. The FAA fully supports two Internet services that can provide you with current weather information, notices to airmen, TFR's, as well as weather charts and forecasts. In fact, if we don't use these services, we will lose them. They are; [www.duat.com](http://www.duat.com) (DTC) and [www.duats.com](http://www.duats.com) (CSC) Try either one or both. As a pilot you can simply register and use these anytime.

**ON THE SAFETY FRONT;** we have to deal with a lot of military activity in the form of Military Training Routes, MOA's and Restricted areas. The Air National Guard has put up a web site that highlights areas of conflict between military and civilian aircraft, complete with data showing where the "hot spots" are. That address is [www.seeandavoid.com](http://www.seeandavoid.com). Poke around the site- you'll like it.

**UPDATE;** The Private Pilot class is half way through with graduation set for Thursday, July 26, 2007. That means,

**ACCOMPLISHMENTS**



TONY HANN	PRIVATE	C-152	CFI CODY PIERCE
RICHARD ARMITAGE	INSTRUMENT	C-172	CFI PAUL RAYMOND & RICHARD GARNETT
TIM DEROSE	COMMERCIAL	C-172RG	CFI RICHARD GARNETT
ROD CONNER	SOLO	C-172	CFI JACK BASHFORD
MARTHA ELSER	PRIVATE	C-172SP	CFI RICHARD GARNETT
JACK BASHFORD	APT	C-172	CFI JAESEONG OH
KEVIN NGUYEN	PRIVATE	WARRIOR	CFI RICHARD GARNETT
CESAR MENDOZA	PRIVATE	C-172	CFI JACK BASHFORD
SEAN SCOTLAND	SOLO	WARRIOR	CFI DON MIKAMI
JOHN MILLER	SOLO	C-172	CFI PAUL RAYMOND

CONGRATS to RICHARD GARNETT , top CLUB CFI for June, logging the most hours of dual given in club aircraft! Runner-ups were PAUL RAYMOND and DANIEL SANTOS!

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own, reporting that the auto land was inoperative. Wondering what was done to fix it he reads, "auto land not installed"

What did we learn from this? The captain's knowledge of his ship was inadequate. Knowing the regulations and knowing the aircraft to be flown is essential to any flight, whether its in the pattern, or going out to Catalina for that famous Buffalo Burger. As well as knowing what equipment can be operative and or inoperative and still be able to fly the airplane legally. How does this get communicated to all the other pilots? Squawk sheets. Through this, the pilot will know what is going on with his airplane and what has been going on, and it is a good indication of trend. What makes a good squawk a good squawk? Being as detailed as possible.

If you do your pre-flight, and you test the landing light and find out that it dose not work, in the "description of discrepancy" row, you should write, "landing light inop". And that's it. Writing, "landing light inop it must be the switch" is not appropriate because most of us who fly are not certified mechanics. Its the mechanics job to figure out what's wrong with the landing light. It could be the wiring, or even the bulb itself. When it comes to instrumentation like the directional gyro, we will see a squawk that indicates that the DG in processing excessively. A good squawk would indicate how many degrees its processing and in what amount of time. It could be normal for that instrument considering how old it is as well as how often the airplane flies, or if the vacuum pump is ready to go out. Another squawk I received was on the airspeed indicator. The pilot had written up that the airspeed indicator was inop because the speed indication did not match the one on his GPS, which indicates ground speed. Now that person needs more time with his flight instructor

One item is very hard to prove to the mechanics are the radios, both comm and nav. The most popular would be the comm radios especially on the ground. A lot of variables could take place such as the position of the aircraft in relation to tower. If tower cannot understand you, try turning the airplane about 30 degrees in either direction, even in flight. We got a squawk indicating that Nav 1 was inoperative. I asked where they were coming from and they told me from Santa Barbara. My first inquiry was, what VOR were you using? Thinking they were using Ventura VOR and sure enough they were. In the A/FD it indicates that the VTU VOR is not usable below 13,000' beyond 10NM between the 060-085 degree radial. Needless to say they were a little embarrassed. On the squawk sheet it would be beneficial to us if you were to let us know what your position was when the NAV radio went inoperative along with how far you were from the station, what altitude, and what radial you were on. The same information would be informative when squawking the comm radios as well with the exception of position relative to the station and what radial.

What if the item makes the airplane not airworthy or unsafe to fly? Just above corrective action on the squawk sheet is a line that indicates who determined the squawk. By signing the squawk sheet you telling the next pilot that the airplane is still airworthy and that it is safe to fly. If its not signed then the item that is being squawked will down the aircraft until that item is fixed and the squawk has been signed off. The airplane is not legal to fly if the initial item was a downing item that was worked on but the squawk sheet was not signed off. We as pilots have a system of communication letting one another know the progress of our airplanes. It is essential that we know the regulations and what determines the airworthiness of an airplane as well as knowing what's on the airplane. By knowing this information you will be saving time, money and a bit of embarrassment.

The squawks listed here are real squawks and only the names have been changed to protect the innocent.

Bogus Squawk	Comment
Nav 1 inop VFR only	There is nothing in the regs that state that you need two navs to do IFR
Landing light INOP VFR day/night not for hire	If this person would read the regs correctly, he would know that it excludes flight training
Tie down rope frayed	That has nothing to do with the airplane (just let the mechanics or dispatchers know)
Tach and Hobbs not working properly	Was the pilot referring to erroneous data entered into the white folder in which we keep the keys to the airplane, commonly called the Tach & Hobbs book? Or have BOTH the tachometer and hobbs meter failed?

**NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to PHIL BARTON and HANK SMITH for the help with this newsletter!

- C** July 23-29: **EAA AirVenture**, Oshkosh, Wisc. If you can stand the heat and humidity, join several hundred thousand fellow aviation lumatics. Call (800) 564-6322) or see [www.eaa.org](http://www.eaa.org)
- A** July 25: The Long Beach Flying Club and the Long Beach Airport Association **GENERAL MEMBERSHIP MEETING** will be held at the AirFlite facility on Taxiway Bravo at the end of Wardlow Road. A buffet will be served beginning at 6:30 PM with the program beginning at 7:00 PM. Everybody is welcome to attend -- we hope to see you there -- sandwiches, fruit and dessert will be served! This meeting will count toward CFI credit for July!
- L** August 18-19: **Camarillo, Calif. Air Show**, aerobatics, military, rides, food, experimentals, homebuilts. Free parking. 9-5. See [www.camarilloairshow.com](http://www.camarilloairshow.com).
- E** August 29th: Long Beach Flying Club **CFI meeting** from 6:00 pm to 7:00 pm.
- N** August 4: **Monthly Event @ Chino Airport -- Korean Air War** ~ Featuring the Russian MiG-15 Jet. Weather permitting, flight demonstrations. Seminar 10am to 2pm. Contact Air Museum - 909.597.3722 or [www.planesoffame.org](http://www.planesoffame.org).
- D** August 25: **Big Bear Air Fair**, Contact 909.585.3219.
- A** August 25-26: Santa Maria Annual **"Thunder Over the Valley"** airshow. Contact: 805.922-8758.
- R**

**NEW & REJOINED CLUB PILOTS! WELCOME!**



- Rahul Bansode
  - Philip Barr
  - Edwena Bone
  - Mark Dunn
  - Scott Duval
  - Kevin Grus
  - Chris Hicks
  - Duane Hinds
  - Anak Lal
  - Paul Lu
  - Cedric Ma
  - Eugene Moerbt
  - Jessy Moss
  - Edward Pacheco
  - Samuel Jack Raymond
  - Michael Rynkiewicz
  - Hrishikesh Shukla
  - Wali Smith
  - Jon Straub
  - Yun Taeuna
  - Ramses Villavicencio
  - Ted Wheeler
  - Nicholas Wolfs
  - Benny Wong
  - Anthony Wyatt
- An updated welcome to:  
Matthew Shope

**HAPPY JULY BIRTHDAYS**



- ERIC ALFORD
- DERIN ALLARD
- DAVID BOWDEN
- JEFFERY RAY COOPER
- JOSEF CORDOVA
- GUILLERMO DURAN
- KEITH EDEY
- WILLIAM FINKEN
- OMSTER HAYNES
- FUMINORI HIGASHIJIMA
- KEVIN JACKSON
- DAVID JOYCE
- SINA KOEHLER
- JOHN LEE
- RUDI LIMICH
- CEDRIC MA
- GLENN MAPLES
- STACY O'CONNOR
- SCOTT PLUDE
- JEFF PUFFER
- ERIK RADCLIFFE
- CHRISTOPHER ROSENFELT
- ROBERT SCHENBECK
- ARJUNAP SOMARATNA
- RYOTA SUZUKI
- RYAN VELLANOWETH
- RAMSES VILLAVICENCIO
- MICHAEL VLADOIANU
- THOMAS VOGELSANG
- ANTHONY WYATT