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FEBRUARY 2012

HAPPY VALENTINES DAY!

EDITOR C. ROBINSON



Last month the video link making the rounds of our email inboxes was a download of a video shot from the back seat of a Trinidad TB10 on approach to a general aviation airport in France. About a half mile out, the gear warning horn starts blaring, increasing in volume and insistence until, shockingly, the prop tips begin to hit the runway, curling aft while the aircraft begins sliding on its belly, rapidly decelerating slightly left of runway centerline, finally stopping 90 degrees from the final approach course.

The crew look at each other, registering their disbelief, shut off the electrical (including that pesky gear horn) and pop open the gull wing doors. The video continues to roll as the passenger climbs out with the camera and follows the crew on a post-flight walk around, probably muttering the French equivalent of four letter words as they survey the beached whale that was once a finely tuned flying machine. Sacrebleu! The link is: <http://www.youtube.com/watch?v=sD13LmYRQ4sl>.

The good news is that all three occupants were uninjured and, according to jetphotos.net, the Trinidad has been returned to service, looking as spiffy as ever. But how could this happen? The eardrum-piercing gear horn was blaring for 47 seconds prior to asphalt versus aircraft belly; how could the crew ignore the multiple systems designed into all retractable gear general aviation aircraft? First, here's the comment submitted from the crew with their video:

"We did not know, what will happen in the next 4 minutes. I was filming the approach for my personal video files, than it happens. The crash. Right after the crash, we don't knew what was happening. We all survived. This video shows the approach to the Altport Megève. Both, the pilot and the mountain rate teacher have several thousands of flight hours and a huge experience, but it happens, that the gear was forgotten. On the video you can hear the warning signal of the plane, that indicates, that the gear was not pulled out. No one was harmed by the crash. After the crash, we tried to move the plane, but we had to get a tractor, to pull the crashed plane from the runway. You can see this in the further video. So, I can give you the following advice: Check your gear twice or use a plane with a fixed gear. The flight was on the 29. August 2009 at 10:19 AM.

There are many factors that terminate a dual flight with such a scenario. But with thorough training, practice and professional attitudes, gear up landings are avoided. How often have you heard, "there are those who have, and those who will" when talking about gear up landings? Erase that from your memory banks, the professional pilot mantra is, "there are those who have, and those who WON'T!" Assuring that pilots will be those who WON'T involves good piloting techniques and mindsets:

- CHECKLISTS. Printed and mnemonic (GUMPS)
- PROCEDURES. (1) Each time gear extends, confirm gear down and locked (GUMPS), (2) On the downwind leg, or at the final approach fix inbound (GUMPS), (3) Final approach (GUMPS)
- PRACTICE. Emergency landing gear extension procedure (using the checklist), know how the gear system works and how to manually extend the gear if it doesn't.
- FULL-STOP LANDINGS. Reinforce the discipline of stopping before reconfiguration.
- REVIEW. POH, replacing light bulbs in the landing gear warning light displays for your aircraft,
- AVOID. Be aware of distractions during retractable-gear aircraft flight when other things intrude on your attention.
- RESOURCES. For instructing, develop a tool such as holding onto the gear extension switch as a reminder. Protect against complacency with operations during gear horn deployment.
- VERIFY. Many airplanes have external mirrors that allow you to see when the gear is down. There is always a visual gear indication ("3 greens") plus aural indications (verify headsets AND speakers) at certain flaps and power settings. In high-wing designs you can see at least the main wheel on each side of the airplane. Ask passengers to confirm the visible wheel on the other side to report "I see a tire."
- WAIT. Do not reconfigure the airplane until it comes to a complete stop. Focus attention on the after landing checklist and to identify the proper controls.

CHEROKEE SIX GETS NEW INSURANCE MINIMUMS

Looking to take more than three of your friends on a flight? Look no further!!! Now a checkout in N4133R will give you 4 or 5 passenger capacity (depending on the weight and balance)! And the total time has been reduced to 200 hours! The full checkout is 200 total time with 25 make and model (in lieu of 25 make and model: 5 dual in 33R or LBFC CFI) and a one hour flight check with Richard Garnett, Ryan Davis, John Campbell or Chris Roth. All aboard!!!

UPDATE: LOS ANGELES TERMINAL AREA CHART 64th Edition

OBSTRUCTIONS: Feb 2012 Add obst 2514' MSL (271' AGL), 33°57'59"N, 117°09'26"W.

MISCELLANEOUS: 9 Feb 2012 Add LAX VORTAC symbol, 33°55'59"N, 118°25'55"W.



PILOT QUIZ: TRUE OR FALSE? Generally, a pilot's capabilities increase during the approach and landing phase of flight since the pilot has become acclimated to his/her environment for that particular flight. (The answer is on page 2).



WHAT'S NEW IN THE AERONAUTICAL INFORMATION MANUAL FEBRUARY 9, 2012

The change explains that transponders should be turned on prior to moving on the airport surface - as opposed to "as soon as possible". In context:

4-1-20. Transponder Operation

a. General

1. Pilots should be aware that proper application of transponder operating procedures will provide both VFR and IFR aircraft with a higher degree of safety in the environment where high-speed closure rates are possible. Transponders substantially increase the capability of radar to see an aircraft and the Mode C feature enables the controller to quickly determine where potential traffic conflicts may exist. Even VFR pilots who are not in contact with ATC will be afforded greater protection from IFR aircraft and VFR aircraft which are receiving traffic advisories. Nevertheless, pilots should never relax their visual scanning vigilance for other aircraft.

2. Air Traffic Control Radar Beacon System (ATCRBS) is similar to and compatible with military coded radar beacon equipment. Civil Mode A is identical to military Mode 3.

3. **Civil and military transponders should be turned to the "on" or normal altitude reporting position prior to moving on the airport surface to ensure the aircraft is visible to ATC surveillance systems.**

CONGRATULATIONS!

ACCOMPLISHMENTS			
ARNOLD PELEKELO	Private	C-152	CFI RICHARD GARNETT
YONHO CHO	Private	C-152	CFI RYOTA SUZUKI
FRANK REINMILLER	Instrument	C-172	CFI MONTY GROUTAGE
RODRIGO VASQUEZ	Instrument	WARRIOR	CFI RICHARD GARNETT
MATTHIAS SCHWAGER	Commercial Single	C-172RG	CFI CHRIS ROTH
ARNOLD PELEKELO	Commercial Single	C-172RG	CFI RICHARD GARNETT
KI HYUN NAM	Commercial Multi	SEMINOLE	CFI RICHARD GARNETT

CONGRATS to RICHARD GARNETT, top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were RAND STERRETT and RYOTA SUZUKI!

TOP GUN AWARD goes to KI HYUN NAM for logging the most flight hours in club aircraft in January. Runners-up were SU-CHUNG TSAI and MIN HO LEE!!!

ALUMNI UPDATE: Pete Kevey (1990-1993) reports that he is based in Ft. Lauderdale with Spirit Airlines. He is a line pilot and check airman in the A319, A320 and A321!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated!

NOTAM: Pilot Airspace Deviations continue to be a major risk in the national airspace system. To reduce the chance that you might be involved in an airspace deviation incident, you are highly encouraged to take an on-line learning center course on www.faasafety.gov. Or search the learning library for associated guidance on airspace incursions. Remember, safe and prudent airmen have superior situational awareness, and have a plan to keep it that way. Thanks! A message from your local FAASteam.

Answer to Pilot Quiz from Page One: If you answered False, your answer is **correct**. Generally, a pilot's capabilities decrease during a flight, which may result in the margin of safety being reduced during the approach and landing, especially in bad weather. A pilots' margin of safety at any time during a flight is the difference between their capabilities and the task requirements. Since the pilot's capabilities generally decrease during a flight due to fatigue and exposure to stressors, the margin of safety will be reduced even if the task requirements remain level.



CALENDAR

Feb 18:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
April 25:	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, sandwiches, fruit and dessert, beginning at 6:30 PM with the program beginning at 7:00 PM. Everybody is welcome to attend -- we hope to see you there! This meeting will count toward CFI credit for this month!
March 11:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, http://www.aerospacemuseum.org
March 4:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
March 10:	Catalina Aero Club Display Day. DISPLAY DAY FLY-IN Saturday, 10 am to 2 pm Aircraft built 1961 and earlier land FREE! Historical aircraft display sign-offs. Buffalo Burgers at DC-3 Grill! Meet other pilots and Aero Club members. Contact: 714.751.9420.
March 11:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html
March 6:	Human Factors in Aviation Risk Management - As they apply to YOU! Presented by Richrard Eastman at the Irvine Ranch Water District HQ, 15600 Sand Canyon Ave, Community Conference Room, Irvine, CA 92618, at 6:30 pm. To register: http://www.faasafety.gov/SPANS/event_details.aspx?eid=42515&caller=/SPANS/events/EventList.aspx .
February 19:	Brackett Field (POC) Third Sunday Antique Aircraft Display — classic cars, and biplane rides. FREE. Fly ins welcome, historical sign offs. Restaurant on-site. Plenty of airplane and vehicle parking. 10-3PM. Contact Yvonne, 626-576-8692.
February 22:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!
March 28:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. This is our annual recurrent TSA Security Awareness training as required by the FAA -- so don't miss this one!
March 3:	Chino Monthly Event includes seminars and, weather permitting and whenever possible, flight demonstrations by appropriate aircraft. Seminars start at about 10am and last till about 2pm and occur on the first Saturday of every month. Contact 909.597.3722.

NEW & REJOINED CLUB PILOTS! WELCOME!



- TALAL ALWANNA
- DENNIS BORIK
- KEVIN BRICKNER
- HYUNG SUN CHOI
- KEDARNATH DHORABABU
- PEDRO ECHEGARAY
- BING-HENG HSIEH
- HEE SUE KIM
- MINHO KIM
- JEEKANG(JERRY) KONG
- BESS KUSSNER
- CLAY LEYTON
- ANJANA LIYANAGE
- SINATH MARASINGHA
- JOHN MITCHELL
- ONO NOBUYASU
- AHMED ORABI
- ARISTOTLE PAPASTAVROU
- DHAFIE RAMADHAN
- TOUFAN
- ADITYA WIRAATMAJA
- BRIAN WONG
- YULIAN HOSPI LUC YANUAR



- HAPPY FEBRUARY BIRTHDAYS**
- CHIP BALDONI
 - HYUNG SUN CHOI
 - ADAM CHRAIBI
 - CARLOS CORTES
 - FRED R. DEVRIES
 - DANA DUBROC
 - DANIEL DUFFY
 - PETER ENGLER
 - MICHAEL FORD
 - JUAN FUXA
 - KARL GARMAN
 - JEEKANG(JERRY) KONG
 - JOHN MILLER
 - CHARLES Mc CORMACK
 - STEVE PARK
 - GNYANDEV PATEL
 - JOE PENATE
 - CHARLES PERRIGOUE
 - JUDITH RIGNEY
 - TRAVIS SMITH
 - TOUFAN
 - WOOSUNG PARK

BEFORE



AFTER

PREVENTION:

- CHECKLISTS
- PROCEDURES
- PRACTICE
- FULL-STOP LANDINGS
- REVIEW POH
- AVOID DISTRACTIONS
- RESOURCES
- VERIFY



ASSURE YOU ARE IN THE GROUP OF PILOTS ...

THOSE WHO WON'T!"

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ORDER TODAY! Long Beach Flying Club Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, or X-large. We also have hooded sweatshirts in black or gray. We'll need your choice of color and size when you call us at 562.290.0321 with your credit card number. Download from www.LBFlying.com or Email shirts@Lbflying.com an order form of our complete line of pilot shirts. Shipping and handling \$4.95 per order, CA residents add 8.25% sales tax.

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We stock a host of aviation books, shirts, charts, and other pilot supplies, along with aviation-themed Christmas tree ornaments, mugs, clocks, . you name it!

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GIVE THE GIFT OF FLIGHT!

A Long Beach Flying Club gift certificate for any denomination you wish, be it for the first flight, pilot supplies, or aircraft rental, makes a great gift for any occasion!

There are three ways to obtain the gift of flight:

1. Stop by and pick up a gift certificate during our office hours (8:30 am to 4:30 pm daily). You can purchase accessories to go with the gift certificate such as a visor, aviation mug or LBFC logo shirt.
2. We can send you a preprinted gift certificate for any denomination you wish -- just give us a call! We'll charge your credit card and get the gift certificate in the next out-going mail.
3. We can email you a gift certificate. Send us or call us with a credit card number to activate it for any denomination you wish. You will be given a Gift Certificate number to fill in at the bottom of your printout.

It's just that easy to give a unique and treasured gift. Keep it in mind for upcoming birthdays or anniversaries!

DISCOVERY FLIGHT

\$89 for one, two or three in a C172 or Warrior
Fly with an FAA Certificated Flight Instructor - you fly the aircraft!

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AERIAL TOUR OF LA'S FAMOUS LANDMARKS

\$195 for a 60 minute tour for 1, 2 or 3 people
HOLLYWOOD TOUR:
 Dodger Stadium * Hollywood Sign * Beverly Hills * Getty Center * Palos Verdes * Queen Mary

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