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FEBRUARY 2013 **HAPPY VALENTINES DAY!** **EDITOR C. ROBINSON**



WHAT'S UP? CHECK YOUR CHECKLIST!

Last month a CFI applicant taking a checkride in a club aircraft with an FAA examiner passed the oral exam but never got to fly... During the preflight, the examiner took one look at the pilot's custom home-grown checklist, and the checkride was over. So how does a pilot bust a checkride over a checklist?

One answer to how a personalized checklist can mousetrap a pilot on a checkride may be found in FAR 91.9: "No person may operate a civil aircraft without complying with the operating limitations specified in the approved Airplane or Rotorcraft

Flight Manual, markings, and placards, or as otherwise prescribed by the certificating authority of the country of registry." Checklists are included in the approved flight manual (AFM). Note that the Pilots Operating Handbook (POH) for most light aircraft built after 1975 is also designated as the FAA-AFM. Using checklists that don't include all of the elements of the POH/AFM checklists can be evidence of a violation of FAR 91.9. The Practical Test Standards (PTS), the guide to the conduct of a checkride, gives the method to enforce the use of appropriate checklists. For example, for the task of Starting the Engine, one objective is to determine that the applicant utilizes the *appropriate* checklist for the engine start procedure [italics mine].

Although not specifically defined, the FAA use of the term "appropriate" is also found in the Pilot's Handbook of Aeronautical Knowledge (FAA-H-8083-25B) in the discussion of the POH/AFM Normal Procedures, Section 4. The general format of Section 4 consists of "several checklists that may include preflight inspection, before starting procedures, starting engine, before taxiing, taxiing, before takeoff, climb, cruise, descent, before landing, balked landing, after landing, and post flight procedures. To avoid missing important steps, always use the *appropriate* checklists when available. Consistent adherence to *approved* checklists is a sign of a disciplined and competent pilot [italics mine]." "Appropriate" is further emphasized by adding the term "approved."

Although it wasn't the case with the incident last month, another way to have a checklist violation might also be found in any PTS. The situation may be such that the use of the checklist, while accomplishing elements of an Objective, would be either unsafe or impractical, especially in a single-pilot operation. In this case, a review of the checklist after the elements have been accomplished would be appropriate. Division of attention and proper visual scanning should be considered when using a checklist. If the applicant's use of the checklist is poor or improper, that too can earn them a bust.

(Cont. page 2)

VFR CHECKPOINTS FOR THE LOS ANGELES SPECIAL FLIGHT RULES AREA by Charlie Zabinski

We as pilots LOVE to have information. Flying through the Los Angeles Special Flight Rules Area (SFRA), we need to give good VFR position and altitude reports. It is critical for safe flight operations. It is the same as non-towered airports position reports that are critical to everyone in the area.

I have recommended to the Southern California Airspace Users Working Group (SCAUWG) some additions for the SFRA side panel of the LA TAC chart:

1. Delete the current notices:
 - a. NOTICE: Frequency 128.55 is recommended for the exchange of information between pilots using this area.
 - b. AIR TO AIR FREQUENCY 128.55
2. Add notice to include VFR checkpoints:
 - a. NOTICE: FREQUENCY 128.55 and VFR checkpoints are recommended for the exchange of information between pilots using this area.
3. Add VFR checkpoint symbols and names
 - a. Santa Monica VOR
 - b. Ballona Creek
 - c. LAX
 - d. Imperial Hwy

Make sure to review the panel on the Los Angeles Terminal Area Chart for the requirements to use the SFRA.

Pilots then can use standardized positions for communication in the SFRA. Example: Los Angeles Special Flight Rules AREA, Cessna 1234, Over [(Santa Monica VOR), (Ballona Creek), (LAX), (Imperial Hwy)], Southeastern Bound, 3,500 feet. Same as Northwestern Bound at 4,500 feet.

I always look at things from the perspective of a pilot from another part of the country on a VFR flight trying to navigate through the LA Basin.

TO MOST PEOPLE THE SKY IS THE LIMIT. TO THOSE WHO LOVE TO FLY THE SKY IS HOME. HERE WE GO. CZ

CLAY LACY TO SPEAK AT LONG BEACH AVIATION FRIENDS

Long Beach Aviation Friends will meet April 10 (Wednesday) at AirFlite (3rd floor), with a program featuring aviation legend Clay Lacy. The meeting will start at 6:00 P.M., and should round up about 8:00 P.M. For more information, go to longbeach-aviation-friends.org.

With more flying hours in jets than anyone on earth, Clay Lacy, founder and chief executive officer of Clay Lacy Aviation, is one of the world's most respected and accomplished pilots. Over the past six decades, he has flown more than 300 aircraft types, established twenty-nine world speed records, performed over 2,000 aerial photography missions and logged more than 50,000 flight hours.

Clay was born in 1932 and grew up in Wichita, Kansas, the birthplace of aviation manufacturing. His passion for flight began at an early age and, at age 12, he piloted his first aircraft by trading work time for flying time at a local airport. His professional career includes serving as an airline captain, military aviator, experimental test pilot, air race champion, aviation record-setter and aerial cinematographer.

In 1964, Clay introduced the first business jet to Van Nuys Airport, located in close proximity to Hollywood's burgeoning entertainment industry. Four years later, he founded Clay Lacy Aviation as the first jet charter company on the West Coast, launching a new era in corporate air transportation and mobility.

Clay has successfully grown Clay Lacy Aviation from a single Learjet in 1968 to a full aviation services company that sets the standard for corporate aviation worldwide. Clay is the recipient of many distinguished awards and honors, and in 2010 was inducted into the National Aviation Hall of Fame.

With more flying hours in jets than anyone on earth ...

[Bio of Clay Lacy from www.claylacy.com]

CONGRATULATIONS!

ACCOMPLISHMENTS			
MARTIN BURN	Private	C-152	CFI AXEL KOLLESBERGER
MICHAEL A STONE	Private	Warrior	CFI DON SWETT
CHESTER SEVILLA	Private	C-152	CFI RYAN DAVIS
PATRICK HAZELL	Private	Warrior	CFI DON SWETT
KYUNG SUNG BAE	Instrument	C-152	CFI RYAN DAVIS
MAZHARKHAN PATHAN	Instrument	C-172	CFI AARON KRIEGER
BRENNAN CURTIS	Commercial	C-172RG	CFI RAND STERRETT

CONGRATS to RICHARD GARNETT, top CLUB CFI for December, logging the most hours of dual given in club aircraft! Runners-up were RYAN DAVIS and ABHISHEK MUDGAL!

TOP GUN AWARD goes to YOON OH KIM for logging the most flight hours in club aircraft in January! Runners up were RAMADHAN DHAFIE and GUEOR TCHERVENKOV !!!

ALUMNI UPDATE: The Air Force has promoted Captain PATRICK CLEVER to instructor in the C5A in Dover, Delaware!

NOTAM: Club pilots wishing to write articles for our monthly newsletters would be greatly appreciated! Many thanks to CHARLIE ZABINSKI for the help with this newsletter!

NOTAM: The Redbird TD2 BATD is certified and ready to log instrument currency!!!

From page 1

CheckMate Checklists are very popular commercially available checklists. But just because you've paid good money for your checklist doesn't guarantee that it covers you legally, as an appropriate checklist. Comparing the Warrior checklist from the POH/AFM against the CheckMate Checklist, there may be some problems with keeping you safe and legal. The Warrior Before Starting Engine checklist contains an element, "Throttle --1/4 open." The CheckMate Start Checklist is worded, "Throttle -- slight." Really not the same thing. The Warrior checklist contains, "If engine does not start within 10 sec prime and repeat starting procedure", not mentioned on the CheckMate checklist. CheckMate has no starting engine when hot or flooded —both are critical for safe operation of the engine. Two of the elements on the Warrior's Ground Check portion of their checklist are: "Magnetos -- Max drop 175 RPM, max differential 50 RPM" and "Vacuum -- 4.8" - 5.1" HG." Compare this to CheckMate's Ground Check paragraph: "Mags (R&L) – test" and "Vacuum" (with no parameters).

However, it is possible to make your own checklists. Make sure your checklists strictly follow the approved flight manual, including all the steps verbatim and in the exact same order (even if you've added other steps in between). To be thoroughly diligent, if you create your own checklist, it must be compared to the POH/AFM for each individual aircraft serial number you fly, not just the same make and model. Did you know that the Warriors, N47819, N8408E and N6231H have the same approved POH/AFM but different from N4390S and N9260T; the Cessna 172s, N272WC, N3048E and N6295D, have a different POH/AFM than N51594; and the POH/AFM for the C152s, N48962, N67431 and N5301H, differs from the POH/AFM for N48340 and the POH/AFM for N94469.

Use of the checklist is essential to safe operation of airplanes and no flight should be conducted without one. The approved POH/AFM checklist or an aftermarket checklist for the specific make, model, and model year should be used. If there is a procedural discrepancy between the checklist and AFM/POH, then the AFM/POH always takes precedence.

CALENDAR

MAR 16:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
APR 24:	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!
MAR 10:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
MAR 3:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
MAR 9:	Catalina Aero Club 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.
MAR 10:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html
MAR 17:	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.
FEB 27:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!
FEB 24:	Agua Dulce Airport BBQ & Fly-In from 1100 am to 2:30 pm. A wide range of modern and vintage aircraft often fly into Agua Dulce Airport (L70). All planes welcome -- Fly over for some great Texas style barbecue, the trimmings, friends and fun. Awards to aircraft in antique, classic, contemporary and homebuilt classes. Cost: \$5.00. Info: www.airnav.com/airport/L70 or dulceair@sbcglobal.net .
FEB 12:	"Lessons Planned and Lessons Learned from an Air Force One Deputy Chief Pilot" February 12, 2013, 7:00 pm. Lt. Col (ret.) Bob Lazaro will share experiences from his tenure flying Air Force One for Presidents Carter and Reagan followed by a decade flying MGM/ Kirk Kerkorian 737. These vital positions required serious preparation and execution and Bob's stories will help us all maintain our focus and continue to remain safe. Airport Commission Room 3160 Airway Ave, Costa Mesa. Fly-in Seminar? Yes. Contact: robertgbaker@gmail.com .
MAR 2:	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!



MIGUEL AGUILAR

HECTOR AVILA

MARK CIUBANCAN

DANIK DANIELLI

PAUL DUNCANSON

DANIEL JENKINS

MICHAEL KITTYLE

GUEORGUI TCHERVENKOV

RAUL URIBE

BRIAN WATERS

DANIEL YOO

JORGE TORRES



HAPPY FEBRUARY BIRTHDAYS

CHIP BALDONI

MARCO BRUNO

JOHN BURKE

ADAM CHRAIBI

BRENNAN CURTIS

FRED R. DEVRIES

EMILIANO DUCA

JORGE DURAZO

PETER ENGLER

MICHAEL FORD

DAVID GARCIA

KARL GARMAN

LING HSU

JERRY KONG

CHARLES McCORMACK

KOSUKE NAKAMURA

EVREN OZAN

STEVE PARK

GNYANDEV PATEL

MAZHARKHAN PATHAN

CHARLES PERRIGOU

TED REID

JUDITH RIGNEY

DANIEL SCHOLL

SHOTA SERIKAWA

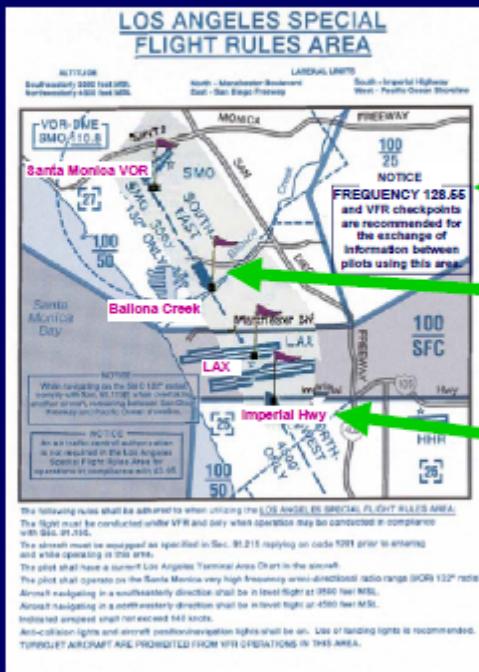
GUEORGUI

TCHERVENKOV

Proposed Changes to SFRA

RECOMMENDATION

Current SFRA

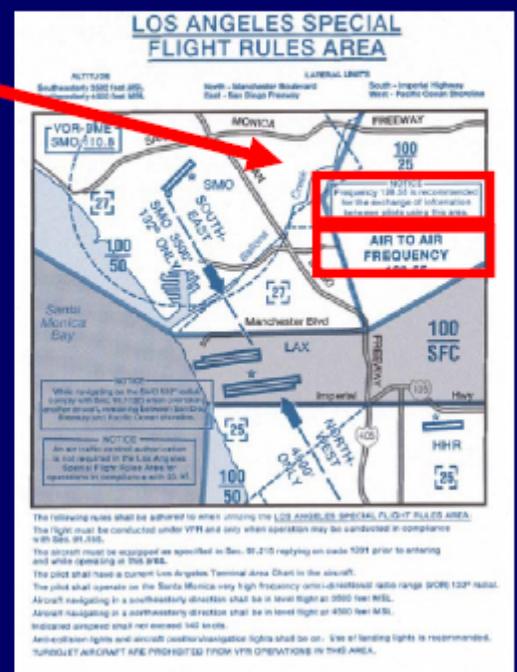


Delete Notices

ADD NOTICE

ADD VFR CHECKPOINT SYMBOLS (4)

ADD VFR Checkpoint Names (4)



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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.

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