



**WE FLY
WITH
CARE...**

**Now more
than ever!**

LONG BEACH FLYING CLUB & FLIGHT ACADEMY



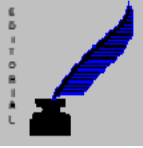
*Teaching the world
to fly!
With all the aircraft you
need from the first flight
hour to an airline job and
everything in between!*

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321
visit us: at www.lbfflying.com email: Lbfflying@yahoo.com

MARCH 2014

HAPPY ST. PATRICK'S DAY!

EDITOR C. ROBINSON



WHAT'S UP? NONSTOP!

Ye old roving movie critic went to see Liam Neeson as an air marshal in the \$300 million movie *Nonstop* to critique the translation of aviation to the big screen. First off, know what I'd do with \$300 million? Nothing!

But when the movie's first scene shows our trusty traveler getting toasty tossing back a few in the parking lot before the flight, I thought for sure we were meeting up with Denzel Washington to do some aerobatics in his corkscrew-challenged Douglas MD-80. But Liam battles the lure of the liquid lunch so that the only thing MD-80-like is the interior set of the movie. Isn't 2+3+2 style seating

Cont. page 2

LEAN BUT DON'T STARVE

Recently we were confronted with three problem cylinders in three different aircraft, causing many flight cancellations. Pilot technique to lean the engine is a factor. Make March your month to brush up on your leaning techniques, which is different for each make and model aircraft flown. Your brush up need not cost money – see article on *Hangar Flying*. It is feasible to have over 100 pilots flying an aircraft in a month – your actions affect others.

Note to pilot in N724SP in early March – asking maintenance about leaning to best economy/range. That's a fresh overhaul – when all the bills come in, the total will be over \$20,000.00. Please lean conservatively and give the engine plenty of fuel to save our cylinders and not cause premature aging of our engines. More next month ...

HANGAR FLYING: "I LEARNED ABOUT FLYING FROM THAT"

Flying Magazine has a regular column called "I Learned About Flying From That," articles that deal with a flight situation (hanger stories) from which lessons were learned and what those lessons were; lessons that can help pilots to get me out of some tight situations.

Hangar Flying can save us from making the same mistakes as others, but can also teach a solution to a problem we would have never thought to plan for. "Hangar Flying" for the uninitiated is a euphemism aviators use to describe discussions which pilots or crew members describe memorable experiences in the air. These discussions can be educational, cautionary, inspirational or just plain entertaining depending on your viewpoint.

Hangar flying is a way to get the benefit of someone else's experience without having to have the experience oneself.

Recalling the January 15, 2009 incident which has become known as "Miracle on the Hudson," when shortly after take-off, US Airways Flight 1549 piloted by Capt. Chesley "Sully" Sullenberger was struck by a flock of geese and had to make an emergency landing on the Hudson River in New York. Sully was the perfect pilot to handle such an emergency because he had been an accident investigator for the NTSB. He had plenty of stories in his head of how emergency situations were investigated to help others who might one day face the same, or a similar, set of circumstances.

Having heard or read about such incidents is the equivalent of having more flight experience. Pilots "go to school" every time they engage in "hangar flying," the exchanging stories of being in hairy situations, learning from what others had gone through. It's a way to go to school on someone else's tuition.

The following account of a flight last summer, recounted by CFI Chris Roth, is an amazing tale of how combining crew coordination (CRM), all available resources, problem solving, lessons learned from hangar stories, and communication skills (to name a few of the elements of the critical thinking), resulted in a successful outcome we can all learn from.

SYSTEMS KNOWLEDGE, ADM, CRM, AND RISK MANAGEMENT Submitted by Chris Roth

A recent event at the flight club had many on the ground awaiting a potentially disastrous outcome from an asymmetrical gear up landing. My hope is that by sharing this event that other pilots and students will benefit from seeing how employing the concepts of systems knowledge, ADM, CRM, risk management, task management, CFIT, and situational awareness all came together to arrive at a successful outcome.

While in the practice area performing commercial maneuvers with a student in our 172RG, the left main gear failed to fully extend. So we used DECIDE as part of our Aeronautical Decision Making (ADM) to help solve the problem. We indeed Detected a change (no green light with the gear handle down). We Estimated that we needed to react to this change. We Chose the most desirable outcome to be that of landing with the gear down and locked. We Identified many actions that could control the change (pumping the gear down, recycling the gear, yawing the aircraft to "slam" the gear in place, and reaching outside to pull the gear into place with a hand). We Did each of those items and Evaluated the effect. The desired effect (gear down and locked) did not occur until we tried the last item presented.

To help manage risk we utilized the 3P Model: Perceive, Process, and Perform. We also employed the 5P Model: Plan, Plane, Pilot, Passengers, and Programming. Although we continually ran the 3Ps, the main items we focused on were related to the ultimate decision to physically pull the gear into place by reaching outside. Among the risks that we perceived at various points were that an asymmetrical gear down landing is not something that is flight tested nor engineered into the design of the airplane, hence the outcome after landing would be high from certain. A complete gear up landing would have been safer, but we could get neither a complete UP nor a complete DOWN situation. We also discussed using a tow bar or other object from inside the aircraft to pull the gear forward. If the object were to slip and then hit the tail, we would make the situation worse. Also, before reaching outside, I made sure I was belted/strapped in even though I had to face backwards and downwards. Under the 5P model the Plan included more than six hours of fuel (more than enough since it would be dark before then and we were not going to troubleshoot beyond sunset), good VFR weather, and an easy flight route back to the airport. The Plane, other than the gear problem, was functioning normally. The Pilots both passed the IMSAFE checklist and had both flown together numerous times so they were keenly aware of each other's capabilities and nuances. There were no Passengers, and also there was no Programming required.

As for resource use, we utilized both internal and external sources that included human resources, hardware resources, and information resources. Utilizing one of our internal resources, the AFM, we ran the emergency gear down checklist (hardware resource), utilizing the hand pump. It failed to extend. We then raised the gear to recycle it. The left main failed to retract. We extended it again, with the left main remaining in its half down position. Utilizing system knowledge (information resource) of the results of hydraulic fluid loss, we decided to not cycle the gear again so if we lost fluid, we wouldn't have a situation where all three gear would pose a problem. Utilizing human resources we split the cockpit duties into one of us flying the aircraft and the other one applying the agreed upon corrective actions to try to solve the problem. External resources employed were having ATC call our mechanics and giving us a frequency to communicate with them on. We talked with one of our mechanics and the chief pilot via radio. After additional troubleshooting, they also agreed that the only other solution to avoid the asymmetry condition was to manually pull the gear into the locked position.

Utilizing situational awareness skills, we advised the controller of our predicament and flew back to the airport to be closer so we would have better radio reception with our ground personnel mentioned above. We also flew above the traffic pattern altitude to avoid other aircraft. Then, having decided to implement the above decision and not wanting to endanger anyone on the ground in the remote case of an object departing the aircraft, we headed back out to the ocean. We communicated our actual emergency and our plan to the traffic in the practice area.

In terms of CFIT we dedicated one person to flying the aircraft. Also, we climbed to 4,000 and slowed the aircraft to 60 knots before manually pulling the gear. We took this precaution in case the aircraft stalled at the low speed; in that event we would have more than enough altitude to recover.

Task management and prioritization involved methodically working through each of the steps of the different potential solutions until the problem was resolved. Above all, the phrase "avigate, navigate, communicate" lent itself well to our situation.

I would like to reiterate that this particular solution worked for our particular situation with this specific type of aircraft and the weather and pilot/crew experience that presented themselves on that particular day. It is not meant to be a blanket procedure to be followed for anybody that this may happen to. This article is meant to be an educational tool in the sense that we used the ADM tools that the FAA teaches to analyze the variables involved to arrive at a safe decision. If any of the variables had been different (IFR weather, a different type of aircraft, a single pilot operation, night operation, low fuel, lack of systems knowledge, cold weather, etc.) then we may have very well come to a different conclusion and solution. Your particular situation may be very different, indeed.

CONGRATULATIONS!

| ACCOMPLISHMENTS | | | |
|---------------------|-------------------|----------|---------------------|
| JORGE ROJAS | First Solo | C-152 | CFI RICHARD GARNETT |
| DININDU CHANDRASIRI | First Solo | C-152 | CFI RYAN DAVIS |
| YOUNG YOON | First Solo | Warrior | CFI RICHARD GARNETT |
| GREG LONG | Private | C-172 | CFI BRIAN WATERS |
| AARON SEATO | Commercial Single | C-172RG | CFI AARON KRIEGER |
| BRIAN HERSCHER | Commercial Multi | Seminole | CFI RYAN DAVIS |
| TZU-CHIANG CHIH | Commercial Multi | Seminole | CFI CHRIS ROTH |
| JOE CLEMENTS | CFI Reinstatement | Warrior | CFI AARON KRIEGER |

CONGRATS to RICHARD GARNETT top CLUB CFI for February, logging the most hours of dual given in club aircraft! Runners-up were SUMESH VASANDANI and LORENZO BOLOGNESI!

TOP GUN AWARD goes to ISURU VAJRAPANI for logging the most flight hours in club aircraft in February! Runners up were OR MARTOS-ISIDORO and BUDI SANTOSO!!!

From page 1 an old Douglas configuration? We were supposed to be in an Airbus, but what Airbus gets from New York to London in 6 hours? I guess one with a heck of a tail wind. And talk about action-packed! First all the passengers have to move into coach so that they can triangulate the cellphone to find out who was butt-dialing our marshal. Then everyone had to move to the front of the plane to get ready for <Alert><Spoiler><Alert> bomb to go off. Now, the plane looked pretty full to me, not a lot of open seats, so how did everybody fit in business class? And I think NOT regarding the TSA protocol to move passengers to the front of the plane, move the bomb aft and cover it up with carry-on luggage. For if it was, the TSA would not have let Liam tell us about it. TSA won't even give us the rules about our LGB badges. Does the escort need to be 15 feet away or can they be 50 feet away. But I digress. In addition to the passengers playing musical chairs, there was also people on the ceiling when the flying pilot finally initiates the descent by abruptly pushing the yoke to the stops along with a full-blown Tarzan yell. Never mind a power reduction for that might distract the audience from the tact that the parabolic descent created weightlessness and floated the gun back into Liam's hand. And more non-pilot subtly was used when the passengers look out the window and see land off the wingtip. Oh, we're in a turn. Turning back. Back to Iceland? I think Greenland is used more often as the "point of no return" but a place called Iceland creates more suspense. Greenland conjures up images of a balmy vacation somewhere. So with their position unclear, a military escort, two Typhoons, showed up and began formation flying with the Douglas/Airbus; however, Typhoons are operated out of Austria, Germany, Italy, Spain, Saudi Arabia, and the United Kingdom—a long way away from Iceland/Greenland.

When the bomb blows when the aircraft levels at 8,000 feet, half of the horizontal went with the side of the airplane. And although they continued to shed parts and they continued the approach, fortunately the horizontal grew back and stabilized the aircraft on final.

All in all it was a very entertaining movie, good for two hours of pure escape. The movie doesn't generate new fears of flying; we don't really have to worry about the captain being hit by a poison dart gun shot from the first class lav. Hopefully Liam Neeson learns that nobody but nobody sticks their fingers into a brick of white powder to test if its cocaine. What if that's the poison that has killed several people on-board already? Also a bit off is the airline name, British Aqualantic; Aqua implies water, not a good name for an airline except for a seaplane operation. Aqua is also a light bluish-green color, which the filmmakers incorporated into the airline logo.

When the movie audience finally finds out who-done-it, it's not shocking but neither is it anticipated. "The terrorist plot is courtesy of two Americans who want to prove that airline security is a joke, and create a more paranoid and fascist TSA to protect the people." (dailycaller.com). "The final act gives a surprisingly blatant social commentary about national security. To do so, the film uses somewhat clichéd references from political events such as 9/11 and the war on terror." (technicianonline.com)

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to Chris Roth for the help with this newsletter!

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

| CALENDAR | |
|------------------|---|
| APR 19: | Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org. |
| APR 13: | Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org |
| APR 6: | Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org. |
| APR 12: | 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. |
| APR 13: | Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html |
| APR 20: | 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. |
| MAR 26: | 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. Don't miss this one! |
| MAR 23: | 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. Cost: \$5.00. Info: www.airnav.com/airport/L70 or dulceair@sbcglobal.net. |
| APR 5: | 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. |
| MAR 20: | Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808 |
| MAR 20 & APR 17: | LGB MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club to sign up. |
| APR 8: | SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM. |

NEW & REJOINED CLUB PILOTS! WELCOME!



- DAVID AYALA
- GRANT STEVENS
- RANDY CLEMENTS
- SAKEELA RANASINGHE
- RAY MCKENZIE
- ZACHARIAH RUHL
- MADHU KOLLI
- ERIC MCCUMBER
- HUNG JEN TSAI
- ISABEL GREENE
- AKBAR ZADA
- ENDRADI
- DAVID FORD
- BENJAMIN JESSEE
- DANILO VUKOVIC

HAPPY MARCH BIRTHDAYS



- ALI ALYAMI
- JOHN BERG
- ERNIE BRODIE
- DININDU CHANDRASIRI
- ERWIN CHOW
- MARK CIUBANCAN
- GRAHAM COFFEY
- CAMERON COLLINS
- SHEHAN DESILVA
- ERIK EITREM
- NEIL ESPINOZA
- LEONEL FLORES
- RENE FRANCO
- TIM FRIEDLANDER
- ALLAN GILLMAN
- MICHAEL KITTYLE
- ANTHONY LUU
- DONALD MIKAMI
- JAN MILLER
- MICHAEL NOWOTARSKI
- JAY OKAWACHI
- ROHAN PATEL
- SHERWIN RICHARDSON
- JOURDAN RICHMAN
- SCOTT SNYDER
- RAND STERRETT
- DANIEL QUENTIN
- STEWART
- MICHAEL STONE
- EDUARDAS URBONAS
- MELINDA WASMUND
- IMAMUDDIN JAT
- WICAKSONO
- RIZKY YUWONO

Trailers from Nonstop, www.nonstopthefilm.com.



The Eurofighter Typhoon is a twin-engine, canard-delta wing, multirole fighter designed and manufactured by a consortium of three companies; BAE Systems, Airbus Group and Alenia Aermacchi.



Little bit of left aileron is going to give this horizontal stabilizer-challenged airliner even more problems

Got a little warm for the military escort, but they hung in there.



Fortunately the horizontal grew back and stabilized the aircraft on final.

However, the military escort aircraft changed; these appear to be other than Typhoons.

=====
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.

=====
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!
=====

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

\$99 for one, two or three in a C172 or Warrior

Fly with an FAA Certificated Flight Instructor - you fly the aircraft!

=====
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
=====