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MAY 2014

HAPPY MEMORIAL DAY!

EDITOR C. ROBINSON

SYSTEMS KNOWLEDGE, ADM, CRM, AND RISK MANAGEMENT PART II

In our March 2014 issue of the club newsletter, we printed an article titled, “Systems Knowledge, ADM, CRM, and Risk Management” about an event at the flight club that had many on the ground awaiting a potentially disastrous outcome from an asymmetrical gear up landing. Our hope was that by sharing this event, other pilots and students would 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. In addition, a NASA ASRS (Aviation Safety Reporting System) report was filed to provide the details of a mechanical anomaly in the interest of improving air safety. The success of ASRS serves as a positive example that is often used as a model by other industries seeking to make improvements in safety.

AOPA’s Bruce Landsberg analyzed the NASA ASRS report (blog.aopa.org/leadingedge/?p=4703):

Brilliant or Not So Much? April 15, 2014 — Pilots are occasionally faced with a decision that looks brilliant if it works and stupid if it fails. In this fascinating and descriptive narrative, join us as we Monday-morning-quarterback some tough decisions. The ... narrative came from a NASA ASRS report involving a commercial student, a CFI, and a Cessna [C172RG] with a recalcitrant left main gear. It’s easy to second guess someone in this situation, but this CFI is far braver (and more flexible) than I would have been. Changing seats in a single engine aircraft is sporty, and hanging out a door with the wind trying to blast it shut and hoping like heck that the seat belt buckle doesn’t unlatch is above and beyond the call in my book. I like Cardinal RGs as much as anyone, but there isn’t an aircraft built that is worth the risk of life in my view. Another landing gear incident led to a major tragedy some years back. A Piper Aerostar carrying Senator John Heinz had a gear malfunction and collided with a helicopter whose pilot was attempting to verify the gear situation. This incident with the [C-172RG] worked, but the risk-reward equation is not balanced in my view. What do you think?

Within a week, 36 responses had been submitted. Landsberg’s followup (blog.aopa.org/leadingedge/?p=4719):

Brilliant or Not So Much – Part II” April 22, 2014 — Last week’s blog on decision making turned out to be more than the usual rant on poor decision making. I voiced an opinion that a CFI faced with a recalcitrant main landing gear on a Cessna 172 RG might be taking more risk than prudent in trying to get the gear down. There were good comments, pro and con. As this is being written Tuesday morning, 70 percent thought the insurance company should buy the aircraft, and 20 percent thought the CFI was managing the risk appropriately. What makes this both fun and educational is that the CFI, whom we’ll call Tom, called me after reading the blog to tell his side of the story. Here are his comments, which give us a rare insight into his thought process:

“First and foremost, I would like to assure everyone that this decision was not made in haste and on a whim. It was well thought out and coordinated with maintenance, ATC, the pilots in the practice area over the ocean, and amongst the two of us in the cockpit.

I bring to this equation over 20 years of flight experience, 8,000+ hours of flight time, a jet airline captain perspective, skydiving and open-door/wind stream knowledge, and an FAA gold seal CFII-MEI. My student and I knew each other well as I had completed his Private and Instrument training. We employed CRM, aeronautical decision making, and risk management using all of the available resources (including the numerous acronyms such as DECIDE, the 3P model, and CFIT). We maintained situational awareness and divided up the flying and problem-solving tasks throughout the entire scenario. We thought of using a tow bar but didn’t want to risk hitting the elevator. Insurance, money, and cost never came into our decision-making process. In the end I’m glad I didn’t have to test the flight characteristics of an asymmetrical gear landing. I appreciate everyone’s thoughts and comments. I would like to reiterate, though, that I wouldn’t advocate this as a blanket procedure to be performed in all cases. If any of the variables had been different (non-VFR weather, low fuel, a different type of aircraft, single pilot, low-time pilot, night, etc.) then we may have very well come to a different conclusion and solution.”

Tom, thanks for a very clear explanation of how you reached your decisions. Some key points—you took a measured approach, and based on your background and on the conditions that existed at the time, decided that the risk was manageable. You didn’t hurry, there were no other complicating factors such as weather or fuel, and you coordinated with all the appropriate parties.

Hindsight bias says that humans almost always over-estimate their ability to forecast outcomes—especially after the fact. As I noted in the first round, I am fortunate to sit in a position of a Monday morning quarterback after all the pieces are laid out on the game board. Lawyers, accident investigators, other pilots, the media, and safety “experts” are quick to sit in judgment after they’ve had a few hours, days, weeks, or months to sift through all the facts. Sometimes we’re right and other times come across as holier-than-thou. Personally, I’ll stick to letting the insurance company have this one but commend you for a nice piece of work. Don’t know that I could have done it—and that’s exactly the point. Dirty Harry famously said, “A man’s got to know his limitations.” This is especially true for pilots. It’s a fine line between wimping out and over-reaching. The consequences of misjudging can be severe.

Tom, I commend you for taking the time to call and bring this to light. It helps our safety cause to see and hear other views respectfully and professionally presented. Now, if we could just get our politicians to do the same!

Editorial Comment: The crew of the RG did an exemplary job, using all available resources, and analyzed each and every bit of information available. I am grateful and awed and applaud their knowledge of systems, situational awareness, risk management and problem solving. So many times there’s an attitude of *c’est la vie*; this crew, humbly, went above and beyond the expected and achieved an outstanding result. We commend and appreciate your herculean efforts!

CONGRATULATIONS!

ACCOMPLISHMENTS

HOLME COOLEY	First Solo	C-152	CFI CHRISTOPHER BEBENSEE
AKBAR ZADA ENDRADI	First Solo	C-172	CFIs BEBENSEE/VASANDANI
DANIEL MCKENNA	First Solo	Warrior	CFIs HAFEEZ/CAMPBELL
KUWAT RIBOWO	First Solo	C-152	CFIs GARNETT/BOLOGNESI
RITCHIE THORUP	First Solo	C-152	CFI GIOVANNI GOMEZ
ERIC HWANG	Solo XC	Warrior	CFI AARON KRIEGER
BERNARD GOH	Private	C-152	CFI DAVID LOCKE
KEVIN MCGREW	Private	C-152	CFI SANTIAGO SARABIA
NUWAN RANASINGHE	Private	C-152	CFIs GARNETT/BOLOGNESI
JOE TATANGELO	Private	C-152	CFI CHRISTOPHER BEBENSEE
BRETT BARRETT	Instrument	Warrior	CFI RICHARD GARNETT
TAYLOR MULLIN	Commercial Single	ARROW	CFI CHRISTOPHER BEBENSEE
HANGGAR RISKYAWAN	Commercial Single	172RG	CFIs BEBENSEE/VASANDANI
ISURU VAJIRAPANI	Commercial Multi	Seminole	CFI BRIAN HERSHER
ANDREAS YUDISTIRA	Commercial Multi	Seminole	CFI RICHARD GARNETT
MELINDA WASMUND	CFI	172RG	CFIs CAMPBELL/KRIEGER
JOE DEL RIO	CFII	C-172	CFI TOMAS MARTINEZ

NEW & REJOINED CLUB PILOTS! WELCOME!



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 JASON HAYN
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 GIACOMO LORENZO
 JIMENA LORENZO
 NATHAN LOW
 BRADLEY ORR
 SANGCHEON PARK
 ENRICO PASCALI
 CRISTIAN PECORINO
 SARAH SANTOS
 CLAUDIO SCARDA
 MISHAL SHERIFF
 FORREST WEINBERG

CONGRATS to RICHARD GARNETT top CLUB CFI for April 2014, logging the most hours of dual given in club aircraft! Runners-up were RYAN DAVIS and LORENZO BOLOGNESI!

TOP GUN AWARD goes to KUNG-JEN LIN for logging the most flight hours in club aircraft in April! Runners up were EDUARDO ANGEL-CORREA and OR MARTOS-ISIDORO!!!

Congratulations to RYOTA SUZUKI on being hired recently by Gojet Airlines to fly the CRJ-700. GoJet Airlines LLC is a company headquartered in Bridgeton, Missouri. Wholly owned by Trans States Holdings, it has 570 employees and operates commuter feeder services under the United Express and Delta Connection names. United Express operates out of United Airlines hubs at Chicago O'Hare, Denver and Washington-Dulles Airports and Delta Connection hubs at Detroit Metro and LaGuardia Airports.

DID YOU KNOW???

➔ FAR 91.155, "Basic VFR weather minimums" has been changed (new wording italicized):

Class G: 1,200 feet or less above the surface (regardless of MSL altitude). *For aircraft other than helicopters: Day, except as provided in §91.155(b) 1 statute mile Clear of clouds. Night, except as provided in §91.155(b) 3 statute miles 500 feet below. 1,000 feet above. 2,000 feet horizontal. For helicopters: Day, except as provided in §91.155(b) 1/2 statute mile, Clear of clouds. Night, except as provided in §91.155(b) 1 statute mile, Clear of clouds.*

➔ Runways 01/19 at KSNA will soon be renamed 02/20?

➔ The Presidential TFR earlier this month, in addition to the usual restrictions on flight training, banner towing, etc., prohibited radio controlled model aircraft operations, model rocketry, and unmanned aircraft systems (UAS)?

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated!

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

CALENDAR

MAY 25:	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 .
JUN 15:	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.
JUN 8:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
JUN 14:	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.
JUN 15:	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.
JUN 21:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
MAY 15 & JUN 19:	LGB MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club to sign up.
MAY 15 & JUN 19:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
JUN 1:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
MAY 13 & JUN 10:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.
JUN 8:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html

HAPPY MAY



BIRTHDAYS

BRANDON ABREGO
 DARA ALBOUYEH
 MAHER ALZABEN
 THERESA AMENHEN
 SHAWN ARCHBOLD
 HECTOR AVILA
 WILLIAM AZZALINO
 SUSAN BAKER
 JOHN BARBOUR
 BRETT BARRETT
 DENNIS BORIK
 CAMERON CAMPBELL
 TIM CASWELL
 YONHO CHO
 PRIYAN DEVAPRIYA
 TIM ENGEL
 FABRICIO FIGUEROA
 JUAN J FLORES
 ROGAN GIRARD
 DAVID GLENDAY
 ISABEL GREENE
 SAEID HAMIDI
 SHAUN KIMMITT
 JOE LORENZEN
 CAROLINA MARIN
 BRAM PAMBUDIANTO
 JOHN RINGEL
 CLIFF SHIGAKI
 ART STEPHENS
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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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