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OCTOBER 2014

HAPPY HALLOWEEN!

EDITOR C. ROBINSON



EDITORIAL: The club had a very successful student meeting last month. I got to stump the stars with my favorite game, Name That Part, where I get to drag some of the more interesting relics/paper weights out of my office and make pilots guess what it is. Everybody did very well, naming the part, its function, and the system within which it operates.

There was one thing on the agenda, brought up by our Chief CFI, Richard Garnett, that I let go by without comment but will address here. As I heard him reminding the group of the club regulation, "Formation flights and aerobatics are prohibited," I mentally added, "And don't drink Drano."

Isn't it common sense to most pilots (especially low-time private pilots) that formation flying is poisonous? I have never met, nor ever plan to meet, a pilot I trusted enough to fly proximate to an aircraft in which I was an occupant.

Over the years there have been scores of accident reports about formation flying gone wrong. Veteran pilots, who knew each other well, had experience flying in formation for exhibition flying, and had conducted thorough preflight briefings, ended up with their stories on ntsb.gov.

The following tales show that, aside from tapping wingtips, there are a multitude of ways that formation flights can go wrong. The first example is a possible incapacitation by the pilot while in formation flight. The second and third examples are following other aircraft while in formation flight into, or nearly into, disaster.

The moral of the story is don't drink Drano and don't ever fly in formation. Neither are good for your health.

NTSB Identification: CEN11LA573B; Saturday, August 13, 2011 in Conroe, TX; Aircraft: KNAB DOUGLAS J RV-8, N189DK
Injuries: 1 Fatal, 1 Minor.

The RV-6 collided with the RV-8 from below while maneuvering during day visual meteorological conditions. The RV-6 descended uncontrolled to ground impact, and the pilot of the RV-8 made a forced landing in a field. The two airplanes were part of group of seven airplanes practicing formation flight maneuvers for an upcoming airshow. According to the pilot of the RV-8, the RV-6 and another airplane were instructed to move into trail positions behind the RV-8. He saw the two airplanes drift back and out of view. About 5 seconds later, the pilot of the RV-8 heard a loud bang and immediately his airplane's engine stopped operating. He did not see the RV-6. The pilot of the other airplane that was moving into the trail position with the RV-6 said that the RV-6 was supposed to be the last airplane in this formation, but instead it moved directly behind the RV-8. The pilot thought that maybe the RV-6 pilot forgot which slot he was supposed to take, so he let the RV-6 have the position and moved behind the RV-6. Shortly after, he observed the RV-6 drift beneath and then climb up and collide with the RV-8. The collision was not violent. He then saw the two airplanes separate, and the RV-6 slowly nosed over into a 60-degree nose-down descent toward the ground. He reported that the pilot of the RV-6 "didn't seem in control of his airplane" before the collision and might have been incapacitated. However, he did not observe anything unusual with the pilot of the RV-6 that would have indicated a possible medical condition before or during the flight. Autopsy and toxicological testing of the RV-6 pilot revealed no evidence of impairment or incapacitation. Although incapacitation or impairment of the RV-6 pilot could explain why he failed to maintain clearance from the RV-8, there is insufficient evidence to determine whether this occurred.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot of the RV-6 airplane to maintain clearance from the RV-8 airplane while practicing formation flight

NTSB Identification: ANC86FA078; Monday, June 16, 1986 in SAINT MARYS, AK; CESSNA 207A, N9699M; 1 Fatal

The pilot stalled the airplane while making a steep turn to avoid high voltage power lines and lost control of the aircraft. The airplane caught fire on impact and the air taxi pilot subsequently died of extensive thermal injuries. The pilot was flying in formation with another aircraft at low altitude. When the power lines were sighted the other aircraft successfully pulled up and avoided the wires.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Procedures/Directives not followed, pilot in command. Airspeed not maintained, pilot in command. Clearance not maintained, pilot in command. Contributing factors: improper use of procedure, pilot in command.

NTSB Identification: LAX02FA212; Sunday, June 30, 2002 in OJAI, CA; Aircraft: Beech S35, N576Q and Beech V-35A, N156U;
Injuries: 3 Fatal.

The airplane collided with mountainous terrain while maneuvering through a box canyon; it was the second airplane of a group of airplanes. The group consisted of eight airplanes that were traveling together; there were three groups of airplanes with three airplanes in two groups, and two airplanes in one group. The first group, containing three airplanes with this airplane [N576Q] second behind the lead, descended to an estimated 500 to 1,000 feet above ground level (agl), and proceeded up a canyon. The lead proceeded to descend into the canyon and the other airplanes followed about 500 feet behind. The pilot of the number three airplane in the group estimated that he was about 200 feet above the leader's altitude and number two airplane was between them. He noticed that number two was getting closer to the leader, and he was closing in on number two. As the airplanes proceeded toward the end of the canyon, the pilot of the number three airplane became concerned about terrain clearance and decided to exit the formation. A few seconds later, the number three pilot initiated a hard pull up to the left and began to climb. He completed about 15 degrees of turn and saw the lead airplane collide with trees and terrain at his 2 o'clock position. The number two airplane was a little to the right of the lead when it collided with the terrain. Both airplanes came to rest within 75 feet of each other at the head of the canyon at an estimated elevation of 4,925 feet, about 400 feet below the crest of the saddle at the end of the canyon.

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate in-flight planning and failure to maintain an adequate terrain clearance altitude within the canyon.

PALM SPRINGS 2014: FLYING MAGAZINE EXPO

Replacing the AOPA convention of past years, Flying Magazine will take up the reins by hosting a similar 3-day event at the Palm Springs Convention Center. The inaugural event runs from October 31st through November 2nd. The festivities will include the famous "Parade of Planes" on the 30th, social events, an exhibit hall, aviation education tracks, and concludes with another Parade of Planes on the afternoon of the closing day November 2nd. There will be seven learning tracks covering everything from building pilot skills to airspace and airport operations. The number one keynote speaker is Brian Shul, a retired Air Force pilot who flew the SR-71. Up to 10,000 pilots and industry experts from around the world are expected. To purchase tickets or for more information: www.aviation-xpo.com.



ACCOMPLISHMENTS			
JASON HAYN	First Solo	C-172	CFI BRIAN HERSHER
HEEHYUN NAM	First Solo	C-152	CFI RYAN DAVIS
DARYL YAMBAO	First Solo	C-152	CFI HAROON HAFEEZ
IVAN CAMPOS	Private	C-152	CFI HAROON HAFEEZ
EVREN OZAN	Private	WARRIOR	CFI HAROON HAFEEZ
ERIC HWANG	Private	WARRIOR	CFIs LIMICH & GROUTAGE
SHEHAN DESILVA	Private	C-152	CFI JOE DEL RIO
LAURENTIUS PRAYITNO	Private	C-172	CFIs MARTINEZ/VASANDANI
SHOTA SERIKAWA	Instrument	C-172	CFIs RYOTA & HAJIME
JONATHAN RITONGA	Instrument	C-172	CFIs MARTINEZ/VASANDANI
YUKI TARIGAN	Commercial Multi	Seminole	CFI BRIAN HERSHER
IMAMUDDIN JAT WICAKSONO	Commercial Multi	Seminole	CFI BRIAN HERSHER
HAROON HAFEEZ	CFII	WARRIOR	CFI RICHARD GARNETT

CONGRATS to ABHISHEK MUDGAL, top CLUB CFI for September 2014, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and SUMESH VASANDANI!

TOP GUN AWARD goes to TAEKYUNG LEE for logging the most flight hours in club aircraft in September. Runners up were DININ CHANDRASIRI and SANGCHEON PARK!!

CONGRATULATIONS to club pilot CHRIS ROTH on his successful acquisition of an Operations Inspector position with the FAA.

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!!!
NOTAM: Congratulations are again in order to the family of John Campbell. He became the proud grandfather, for the tenth time on September 17th. Her name is Bernadette Marie Campbell, weighing in at 7 pounds, 4 ounces, and topping out at 20 inches tall!

EDITORIAL PART 2

Recently there were two local events that I was curious about, but ended up frustrated because there wasn't much information available.

First — between visits to southern California by Vice President Biden and President Obama we ended up losing nearly 3 days of flying last week. There was a major TFR violation (which included an interception by F-15s) by a pilot out of Bakersfield. He turned around and went back to Bakersfield. I will continue to monitor the incident — inquiring minds want to know how the situation resolved itself.

Second — LGB's Runway 30 was shut down on September 18 for about two hours due to a Jet Blue flight experiencing an engine problem after takeoff. Gleaned from press releases, JetBlue Flight 1416, which was going from Long Beach to Austin, Texas, took off from Long Beach Airport at about 9:05AM, but received an alert of an overheating engine while in the air at about 9:15AM. "There was smoke on the No. 2 engine," Long Beach Fire Department spokesman Jake Heflin said, and based on that, the pilot declared an in-flight emergency and landed the plane back at Long Beach Airport at about 9:29AM. "At the time, they had smoke inside the cabin but not in the cockpit," Heflin said. All 142 passengers and five crew members were evacuated on emergency slides mid-field.

The only other information about the incident inundated social media as hysterical passengers tweeted, texted, u-tubed, twittered and twerked (jk) the play-by-play from the cabin. More interested in the technicalities of the flight, I pulled the flight track of Flight 1416, which I found quite interesting. In summary:

9:17	JetBlue A320 Flight 1416 passes Carson Street leaving 1600 feet, heading 300 degrees
9:19:52	Flight crosses the shoreline at 6300 feet, 3 miles west of Queen Mary, heading about 180 degrees
9:20:54	Leaving 7500 feet, rolling out to a heading of about 120 degrees; has climbed only 400 feet in 1/2 minute. Either held at 7500 feet by SoCal or first indication of the problem
9:23:57	Leaves 9400 feet (maximum altitude attained) for 9300 feet, heading approximately 040 degrees, might be on vectors for localizer
9:25:21	Crosses the shoreline 1 mile southeast of Huntington Beach pier, descending through 6600 feet, traffic 6900 feet, Skywest CRJ at 11 o'clock, 2-3 miles
9:26:42	Crosses Warner Avenue at 3500 feet (approximately 2000 fpm descent), heading about 280 degrees
9:27:43	Crosses Seal Beach Blvd. at 1500 feet on localizer
9:29:40	Approximate time of landing
9:31:13	JetBlue 1207 from Seattle inside outer marker at 2900 feet, maintains altitude in preparation to divert; breaks off abeam threshold runway 30 northwest bound and smoothly joins final approach for LAX

The FAA is continuing to investigate whether the aluminum that landed in the backyard of a Huntington Beach home is from Flight 1416. Depending on the timing, the flight tracks indicate it is possible.

A bizarre idea comes to mind — what if the industry randomly simulates in-flight emergencies so the travelling public doesn't know whether or not there's actually a problem. The tweeting and re-tweeting would go far to desensitize passengers to emergency situations. Just a thought... :-)

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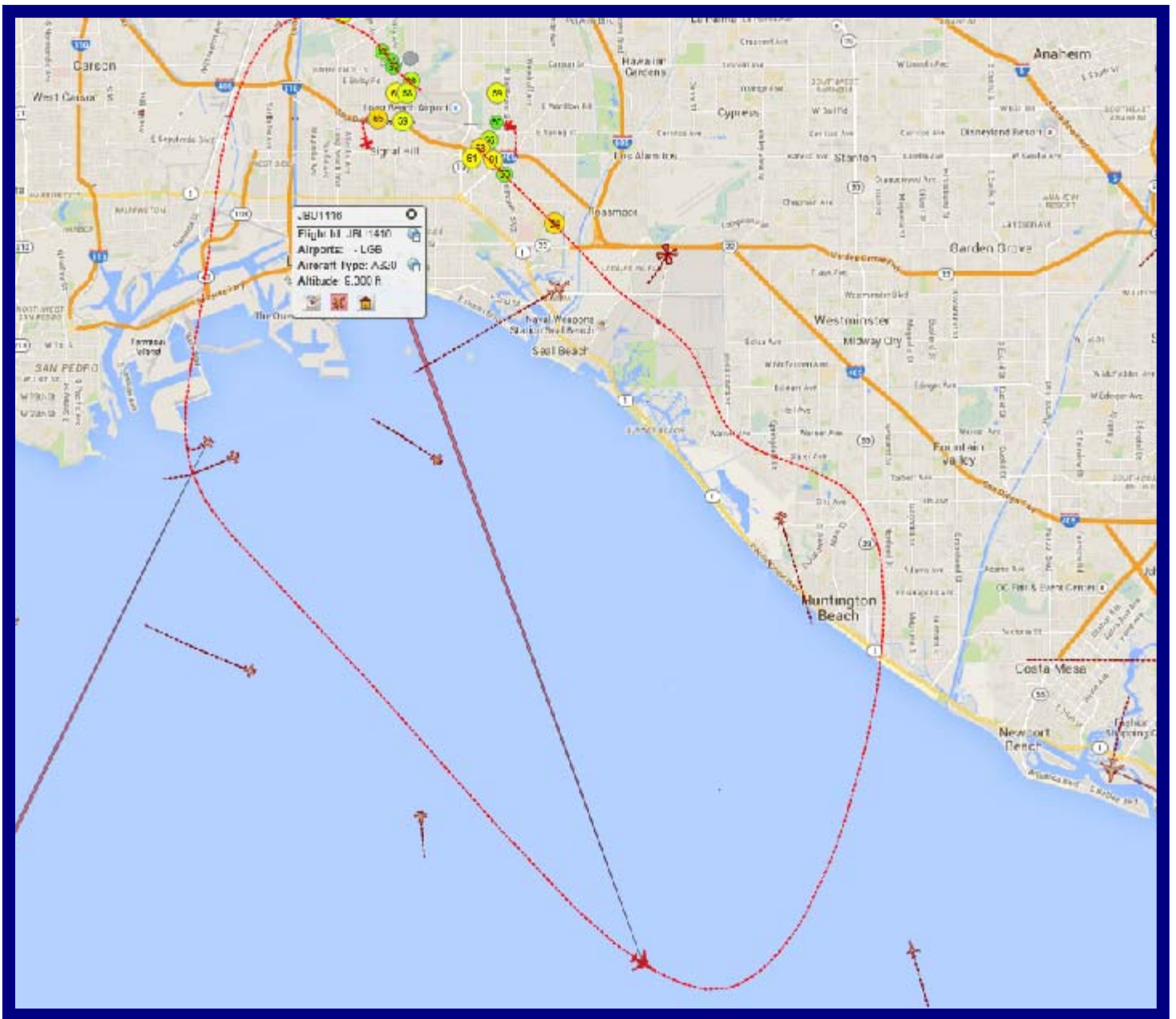
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JetBlue begin their turn back to LGB after losing an engine shortly after takeoff on September 18.

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