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Now  
more  
than  
ever!

# LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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

**JANUARY 2015**

**HAPPY NEW YEAR !!!**

**EDITOR C. ROBINSON**

## WHAT'S UP? 2014 WAS A BUSY YEAR!

Last year Long Beach Flying Club, Flight Academy and Air Charter flew over 14983.9 hours, up 12.9% FROM 2013 !!! Reported to the front desk:

- |   |  |
|---|--|
| 41 student pilots achieved their first solo flight  | 9 pilots achieved a single-engine commercial license     |
| 45 students received their private pilot licenses   | 11 pilots competed their multi-engine commercial license |
| 22 pilots added an instrument rating                | 3 pilots achieved their CFI rating                       |
| 1 pilot received their private license, multiengine | 4 flight instructors added their CFII rating             |

CONGRATULATIONS to the CFI of the YEAR: RICHARD GARNETT, the CFI of the Month who logged the most hours of dual given in club aircraft for all of 2014. Runner-ups were LORENZO BOLOGNESI and RYAN DAVIS !!!

The TOP GUN of the YEAR AWARD goes to DININ CHANDRASIRI, the Top Gun of the Month who logged the most flight hours renting club aircraft in 2014. Runner-ups were EDUARDO ANGEL-CORREA and RAGY ELFAHAM !!!

All our flight instructors and pilots were very, very busy in 2014 and we look forward to an eventful and industrious New Year 2015!



**EDITORIAL:** As excited as we are about flying nearly 15,000 last year, all is not cloudless on the general aviation home front. Although we flew a ginormous number of hours, it's anybody's guess what the number of hours would have been if adequate DPE support had been available.

NTSB Safety Recommendation A-91-040: "The designated pilot examiner (DPE) program was instituted in 1939 and continues today in a modified form under the authority of the Federal Aviation Act of 1958. The intent of the program is defined in FAA order [8900.2 "General Aviation Airman Designee Handbook"] and says, in part: "as a general guideline, it is the FAA's objective to provide prompt flight testing service at locations which will make it unnecessary for the applicants to travel to a point more than 50 miles distance to obtain pilot certification flight tests." DPEs are official representatives of the FAA Administrator and as such conduct flight tests and issue airman certificates for virtually all categories of certificates and ratings.

However, a little over a year ago, the airport rumor mill was abuzz with the news that there would be no exceptions to the portion of the order that requires DPEs to fly 300 hours within the last 12 months (not to include the flight time accrued during a checkride). Since then, replacement of DPEs has not occurred as the pool of potential candidates to fill vacated DPE positions dried up. Suddenly the general aviation community is struggling to get checkrides, often as long as six weeks. Pilot applicants are incurring additional costs to maintain proficiency.

The industry needs a several available, competent DPE. Our FSDO has 5 DPE — 3 are helicopter only. Presently we are forced to go out of district for most checkrides and for all checkrides in the C-152.

## SQUAWK SYSTEM REVIEW

The LBFC squawk system was designed using FAR 91.213 and the guidance of Advisory Circular 91.67. When dispatched an aircraft, pilots receive a binder which contains several sections – one sections contains the Aircraft Discrepancy System (aircraft squawk sheets). A complete description and instructions for using the squawk system is also included in the binder.

Each aircraft squawk sheets is divided into three parts: (1) Aircraft Discrepancy Report where pilots can fill in their description of the situation, (2) FAR 91.213 Pilot Maintenance Procedures is a sequence of decision steps to determine if the aircraft if flyable and, if so, signed off by at least a private pilot, and (3) Corrective Action signoff area for closing the squawk by an A&P mechanic.

### Aircraft Discrepancy Report

Write out squawk as descriptively as possible. Attempt several different scenarios during troubleshooting to best describe the problem; ie, for "radio inop," test speaker, microphone versus push-to-talk, try different frequencies, etc.

### FAR 91.213 Pilot Maintenance Procedures

If a discrepancy is found which is not an obvious grounding item and the aircraft might still be used, the pilot can use this section to help determine if the aircraft is legal to fly. However, continuation of the procedure is not required, nor is recommended if there is any doubt as to the procedures involved.

Follow the steps and once the procedure is completed the aircraft is ready to fly. Please note that the pilot signature required must be at least a private pilot. A signature by an A&P mechanic or certificated pilot DEFERS the discrepancy. Also, even if the aircraft is found to be legal under FAR 91.213, remember FAR 91.3(a) "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft."

### Corrective Action

A signature by an A&P mechanic closes the discrepancy and the sheet no longer affects your flight except to give historical information about the aircraft.

Do not fly any aircraft unless all of the discrepancies are deferred or closed plus you are satisfied with any outstanding FAR 91.213 Pilot Maintenance Procedures that may exist.

It is the pilot's responsibility to perform a thorough preflight inspection. Any discrepancies discovered during a preflight inspection will be entered into this log and this aircraft will not be flown until the discrepancies discovered during the preflight inspection are corrected either by maintenance personnel or by documented using the FAR 91.213 Pilot Maintenance Procedure.

Any discrepancies observed or discovered during flight shall be entered into this log at the end of the flight. Procedurally, the scheduling people will be checking the discrepancy reports; however, it would be helpful to give a "heads-up" when a discrepancy exists.

### Special Emphasis

1. Do not remove squawks from the aircraft binder.
2. Squawks are part of the permanent aircraft record; as such, this is not the place to pass on information about the tiedown ropes or that that there was trash left in the aircraft.

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**CONGRATULATIONS!**

ACCOMPLISHMENTS			
PHILIP CARTA	First Solo	C-172	CFIs GARNETT/BOLOGNESI
ARFI GIRESSA	First Solo	C-152	CFIs MARTINEZ/VASANDANI
JONGYEUN (JOE) YU	First Solo	C-152	CFI RUDI LIMICH
JORGE ROJAS	Private	C-152	CFI DAVID LOCKE
RAMADHAN WIJAYA	Private	C-172	CFI HAROON HAFEEZ
LAURENTIUS PRAYITNO	Instrument	C-172	CFIs MARTINEZ/VASANDANI
BENHARD SILALAHI	Instrument	C-152	CFIs MARTINEZ/VASANDANI
THORIQ ALFARIZI	Commercial Single	ARROW	CFIs MARTINEZ/VASANDANI
JONATHAN RITONGA	Commercial Single	C-172RG	CFIs MARTINEZ/VASANDANI
PRATAMA MARGAPUTRA	Commercial Multi	Seminole	CFI BRIAN HERSHER

**CONGRATS** to RICHARD GARNETT, top CLUB CFI for December 2014, logging the most hours of dual given in club aircraft! Runners-up were SUMESH VASANDANI and LORENZO BOLOGNESI !  
**TOP GUN AWARD** goes to RAJAA LAMSAISSI for logging the most flight hours in club aircraft in December. Runners up were LAURENTI PRAYITNO and HEEHYUN NAM!!  
**ALUMNI UPDATE:** Jeremy Vannuis reports his job promotion to Lead Captain on the Gulfstream 650 for Jet Edge and is based in Tokyo. Jet Edge International, based in Scottsdale, Arizona, was established in 2007 and currently employs 62 full time and 24 part time pilots. Their fleet of 36 aircraft are based in California, Florida, and Hong Kong, New York, Florida, Colorado, Nevada , Georgia, Tokyo and Hong Kong. Jet Edge is currently accepting resumes for a Falcon 2000 Pilot; Santa Ana. Submit resume and cover letter: hr@flyjetedge.com.

**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!!!

- (from page 1) 3. Do not document multiple discrepancies on a single page -- use multiple pages for multiple discrepancies.
- All fields must be complete using ink; absolutely no pencil.
  - If the FAA meets you at the tiedown for a ramp inspection after your flight, you might regret the wording of the squawk you deferred during preflight, "Tire worn beyond limits." If the tire is not airworthy, squawk it and take a different aircraft. If the tire is airworthy, there is no need to write up a squawk.
  - FAR 91.213(d) requires the an inoperative electrical component be placarded inoperative and deactivated; therefore, make sure to position the INOP sticker over the on/off switch to assure it will not be used.

The first line of defense in maintaining our aircraft in a safe and airworthy condition is our squawk process – everyone can help by turning in concise, accurate reports.



**UAV POLICY RISK TO PILOT CERTIFICATE** — Excerpt from aero-news.net

The FAA recently released a change to Compliance and Enforcement Bulletin No. 2014-2 that UAV and model aircraft operators should note ... particularly if they hold a pilot certificate. The bulletin, directed to "all personnel who investigate, report, or process enforcement actions involving the operation of UAS in the NAS," outlines new possible enforcement actions for those found to be in violation of the FAA's UAV ban. The new guidelines instruct those personnel to consider the following when determining if sanctions are warranted:

- Whether the violation was a first-time and inadvertent violation;
- Whether the violation involves repeated or intentional violations; and
- Whether the safety risk resulting from the operation in terms of actual or potential endangerment to the NAS was low/medium/high.

It also states that "If the operation of a Model Aircraft endangers the safety of the National Airspace, the FAA may cite violations of applicable operational regulations in any enforcement action determined to be appropriate." But perhaps of greatest concern to licensed pilots is a footnote to the document that states "A certificate holder should appreciate the potential for endangerment that operating a UAS contrary to the FAA's safety regulations may cause. Accordingly, a violator's status as a certificate holder is an aggravating factor that may warrant a civil penalty above the moderate range for a single, first-time, inadvertent violation." Loosely translated, that means your aviator privileges could be at risk for flying a UAV.

**UAV INCIDENT: AVIATION SAFETY REPORTING SYSTEM (ASRS.arc.nasa.gov)**

*Note: ASRS narratives are written by pilots, rather than FAA or NTSB officials. To maintain anonymity, many of the details, such as aircraft model or airport, are often scrubbed from the reports.*

Aircraft 1: Stearman  
 Aircraft 2: Remotely Piloted Aircraft

I was completing a pleasure flight on a beautiful summer afternoon in my Stearman, approaching FBL, from the northeast, at about 1,800 MSL (about 800 AGL ). Something caught my eye to my right at my altitude, and I thought it was probably a hawk, a common sighting in Minnesota. I turned my head and looked, and was surprised to see the "hawk" had what appeared to be attachments (gear? antenna? camera?). It passed about 300 feet off my right wingtip. Very glad I didn't hit it, as a Stearman is very blind straight ahead, and if it had been about 300 feet further to the left I never would have seen it until I hit it. So much for the 400 feet max altitude for drones!

**NEW & REJOINED CLUB PILOTS! WELCOME!**



- HYUN RHIN LEE  
 KRISTOPHER MARTINEZ  
 VIAN MIKAYA  
 SANG NGUYEN  
 HYEKYOUNG PARK  
 JARED SANDERS  
 ERIC THOMPSON  
 MARK WILSON



**HAPPY JANUARY BIRTHDAYS**



- JOHN BAK  
 MATTHEW BRAUNSTEIN  
 JOHN CAMPBELL  
 DENNIS CHANG  
 GENE COCHRAN  
 ERIK DEGERNES  
 SUNLIZ ABIGAIL DONATO  
 KEVIN GABELE  
 AARON GONYA  
 RON HAEHN  
 HAROON HAFEEZ  
 DANIEL JENKINS  
 HENRY JENKINS  
 RAJAA LAMSAISSI  
 ERIC MCCUMBER  
 HEEHYUN NAM  
 KEVIN NGUYEN  
 JOSHUA O'BRIEN  
 GEYNER PAZ  
 NUWAN RANASINGHE  
 MATTHEW ROWAN  
 CESAR SANCHEZ  
 ROBERT SULAHIAN  
 DONALD SWETT  
 DOM A. TALLARITA  
 RITCHIE THORUP  
 KEVIN TISON  
 RYAN TRAN  
 BRIAN WATERS  
 ROBERT WEEBE  
 CHRIS WITTMAN  
 WONG DARREN  
 DARYL YAMBAO





**JIMENA LORENZO**  
*Private Pilot*



**JOE YU**  
*First Solo*



**PHILIP CARTA**  
*First Solo*



**TOMI SUKIRMAN AMINUDDIN**  
*First Solo*



**LAURENTIUS PRAYITNO**  
*Instrument Rating*



**THORIQ ALFARIZI**  
*Commercial Single-Engine*



**JONATHAN RITONGA**  
*Commercial Single-Engine*

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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!

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**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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