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**OCTOBER 2015**

**HAVE A SAFE HALLOWEEN!**

**EDITOR C. ROBINSON**



## WHAT'S UP? HAZARDOUS ATTITUDES

Hazardous attitudes affect the entire aviation community, from higher costs of insurance and repairs to setting a poor example to impressionable low time pilots. The FAA has identified five hazardous attitudes (see table below) that can interfere with the ability to make sound decisions and exercise authority properly: anti-authority, impulsivity, invulnerability, macho and resignation. However, the nature of those hazardous attitudes may preclude a pilot from recognizing them in himself. Will a pilot that is exhibiting the "macho" attitude listen to anybody — when he thinks

himself a superior pilot in every way? If you haven't yet met one of these types, consider yourself lucky! How can the aviation community get that pilot to acknowledge that his attitudes are hazardous to the health of himself and his passengers?

Many accidents involve pilots who allow themselves to be influenced by one or more of five basic hazardous attitudes. These attitudes get pilots into trouble by causing them to take chances that invite accidents. As a pilot, the less often you allow yourself to act upon a hazardous attitude, the safer your flying will become. Every pilot probably has had or will have hazardous thoughts to some degree at some time. Problems arise when these types of thoughts occur regularly and in the extreme. I think its safe to say most pilots learn to recognize hazardous attitudes for what they are, and can deal with them accordingly and operate safely.

Each time we succeed in our flying, we have more confidence that we can do it again. Sometimes our confidence outstrips our ability to safely fly the airplane. Especially when we have a strong desire to accomplish a goal, we can fool ourselves into believing that we can do something that is actually stretching the limits of our abilities. At the extreme end of the spectrum, people with a hazardous macho attitude will feel a need to continually prove that they are better pilots than others and will take foolish chances to demonstrate their superior ability. Individuals who normally keep their macho attitude in check can be tripped up when certain psychological factors color their perception.

The Aviation Instructor Handbook states, "Flight instructors must incorporate aeronautical decision making (ADM) and judgment training into their instruction. This is a systematic approach to risk assessment and stress management in aviation. It shows how personal attitudes can influence decision making and how those attitudes can be modified to enhance safety in the cockpit."

In practice, the flight instructor is the last place a potentially dangerous pilot will discuss decision making. Thereafter, the pilot might not review decision making until the next flight review. The Pilot Handbook of Aeronautical states, "Hazardous attitudes contribute to poor pilot judgment but can be effectively counteracted by redirecting the hazardous attitude so that correct action can be taken. Recognition of hazardous thoughts is the first step toward neutralizing them. After recognizing a thought as hazardous, the pilot should label it as hazardous, then state the corresponding antidote. Antidotes should be memorized for each of the hazardous attitudes so they automatically come to mind when needed." This type of pilot self-assessment will work for highly motivated pilots; however, at the other end of the spectrum, unmotivated pilots are likely to be influenced by seeing opportunities to do things more quickly in order to make a task easier, and, in doing so, endanger those around them as well as themselves.

How a pilot handles his or her responsibilities as a pilot depends on attitude. Attitudes are learned. They can be developed through pilot training in decision making based on recognition of the five hazardous attitudes.

When we become overconfident or complacent, our attitude subtly shifts and our margin of safety begins to erode. We may not realize that it is occurring, but at some critical point, we find ourselves over our heads in a truly dangerous situation. When we develop hazardous attitudes in flying, we are truly courting disaster. A poor decision or a series of poor decisions made by the pilot-in-command is known as the poor judgment chain. One poor decision increases the probability of another and as the poor judgment chain grows, the probability of a safe flight decreases. A single decision or event usually does not lead to an accident, but a series of events and the resultant decisions together form a chain of events leading to a catastrophic outcome.

Earlier this month an item in the news illustrated how bad judgment and poor decision making can snowball into a nearly fatal situation. Looking up [faa.gov](http://faa.gov) preliminary data is usually educational -- on October 6 one of the entries read, "N4151Q Jasper Texas, Beech/36, incident unknown, aircraft force landed in Steinhagen Lake, the 4 persons on board swam to shore, 7 miles from Jasper, TX." What? Googling the n-number revealed that the aircraft is registered right next door and was for sale for \$129,000. Well, probably not for sale any longer as it's sitting in the middle of a lake with a buoy tied to the top of the vertical stabilizer.

(Continued on page 2)

THE FIVE HAZARDOUS ATTITUDES		
Name	Description	Antidote
<b>Antiauthority</b>	"Don't tell me..." This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, "No one can tell me what to do." They may be resentful of having someone tell them what to do, or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.	Follow the rules; they're usually right.
<b>Impulsivity</b>	"Do something quickly!" This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do; they do not select the best alternative, and they do the first thing that comes to mind.	Not so fast- Think first!
<b>Invulnerability</b>	"It won't happen to me...." Many people falsely believe that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. However, they never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.	It could happen to me!
<b>Macho</b>	"I can do it." Pilots who are always trying to prove that they are better than anyone else think, "I can do it—I'll show them." Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.	Taking chances is foolish.
<b>Resignation</b>	"What's the use?" Pilots who think, "What's the use?" do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that someone is out to get me, or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a "nice guy."	I'm not helpless.



**CONGRATULATIONS!**

**ACCOMPLISHMENTS**

CLAYTON DRESCHER	First Solo	Warrior	CFI HANK SURFACE
FEISAL BAGHASPATI	Solo XC	C-172	CFI ALI MOGHNIEH
CRISTOPHER DIAZ	Private	C-152	CFI JOHN CAMPBELL
FIKRY RACHMAN	Instrument	Warrior	CFI GREG STEUBS
AHMAD VIRJEE	Instrument	C-152	CFI ABHISHEK MUDGAL

**CONGRATS** to RICHARD GARNETT, top CLUB CFI for September, logging the most hours of dual given in club aircraft! Runners-up were ALI MOGHNIEH and GREG STEUBS!

**TOP GUN AWARD** goes to RAISNA ZAMANI for logging the most flight hours in club aircraft in September. Runners up were HEEHYUN NAM and RAHA KUMARASINGHE!!!

**Congratulations to club pilots:** LORENZO BOLOGNESI and BRIAN HERSHER on their way to becoming first officers with Skywest in the CRJ! Congrats to PAUL HARFORD on his successful acquisition of a position with LGB FSDO!

**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!!!

Continued from page 1

The private pilot and three passengers departed about 1:00 pm on October 5th. My guess is that the first fuel stop was flight planned to be Dallas Love Field Airport, but they refueled instead in El Paso, Texas. Good thing because Bonanza A36 performance numbers indicate a range of 750 nm at 65 percent power. LGB to KDAL is over 1,000 nm.

At some point the decision was made for the next planned fuel stop to be Jasper County-Bell Field, Texas, which was a trip leg of 630 nm, possibly marginally attainable. The flight landed instead in Tyler, Texas, an airport without fuel services.

Departing Tyler in search for fuel, the flight lasted about 11 minutes. The terrain in east Texas approaching Louisiana begins to change from flat plains to swamp land. When the engine quit, a water mass looked like the best option at the time. All four people made it out of the Bonanza after the ditching; they had to swim in alligator and water moccasin infested lake for over an hour to make it to shore.

All five hazardous attitudes were evident for the accident flight. The decision that was the final link in the accident chain was, rather surprisingly, resignation. Without adequate experience to deal with passengers, the pilot had initially made a decision to for the precautionary landing at Tyler, Texas; however, upon realizing that there were no services available, he was trapped to do something, even if it was wrong. While a good decision would have been to call it a day, especially since he had been flying for over eight hours, a couple 5 gallon containers and a trip to the closest airport the next day for fuel would've averted the disaster. However, the pilot seems to have been powerless to overcome adversity, and perhaps was pressured into continuing just to be a "nice guy."

Unfortunately, it usually takes a year for the NTSB report, but my guess as to the probable cause report:

- Emotional reaction..pilot in command
- Fatigue
- Inadequate surveillance of operation..company/operator mgmt
- In-flight planning/decision..improper..pilot in command
- Judgment..poor..pilot in command
- Lack of total experience in type of aircraft..pilot in command
- Lack of total experience in type operation..pilot in command
- Lack of total experience..pilot in command
- Night conditions
- Overconfidence in aircraft's ability..pilot in command
- Overconfidence in personal ability..pilot in command
- Performance data..disregarded..pilot in command
- Preflight planning/preparation..inadequate..pilot in command
- Pressure..pilot in command

Pilots can work together to recognize hazardous attitudes within the aviation community. If you see something, say something! It takes a village. If a pilot is exhibiting dangerous tendencies, consider the following these steps:

1. Share your concerns with a fellow pilot to corroborate your observations.
2. Talk to your flight instructor to discuss a plan of action.
3. Contact an FAA Safety Team (FAASTeam) representative. As the educational outreach arm of the FAA, the FAASTeam is committed to serving the General Aviation community, and making our skies even safer. A list of FAASTeam representatives is available at <https://www.faa.gov/FAASTeam>
4. You can report non-security related safety incidents to the FAA's Safety Hotline at 1-866-TELL-FAA (1-866-835-5322) or email [9-awa-avs-aai-safetyhotline@faa.gov](mailto:9-awa-avs-aai-safetyhotline@faa.gov).

So as not to leave this editorial on a completely negative note, paraphrasing Yogi Berra: "We made too many wrong mistakes. If you don't know where you are going, you might wind up someplace else."

**CHECKPOINTS**



Nov 19:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Oct 15 & Nov 19:	LBFC's MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Oct 28:	LONG BEACH FLYING CLUB STUDENT FORUM from noon to 1:00 pm -- students and LBFC management discuss ideas, concerns, rules and procedures regarding flight training. While the emphasis will be on our Part 141 Flight Training Programs, much of the discussion will apply to our Part 61 students as well. This meeting is mandatory for our international students, however
Nov 10:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.
Nov 7:	LGB Fly-In — 11 am - 3 pm *** Free ***

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



- ANDREW BUDIMAN
- RIFKI ERDIANA
- STEPHEN GERRISH
- CHIAWEI (ALFIE) HUANG
- ANTON HUPFAUF
- SEANASSAD KAMAU
- RAJAA LAMSAISSI
- MENG-WEI (JOSEPH) LIN
- REMI MILLER
- JOSEPH MISHURDA
- SAM SEDIVY
- HUNG-JEN TSAI
- TYREESE WATSON
- YAMA YAQUBI

**HAPPY OCTOBER BIRTHDAYS**



- VICTOR AZURDIA
- WALTER BENCH
- JOSHUA BORGES
- ANDREW DORSEY
- DAVID FORD
- AMY FULLER
- NEIL GODFREY
- GRANT GUTHRIE
- CHIAWEI (ALFIE) HUANG
- MENG-WEI (JOSEPH) LIN
- GREG LONG
- ALEXANDER MATA
- LISA MCCLELLAN
- MARK MILAM
- REMI MILLER
- REZA DWI PUTRA
- SUHAIL SIWJI
- HUNG-JEN TSAI
- FORREST WEINBERG

**HALLOWEEN !!**





*Congratulations on your solo Clayton! Pictured here with his CFI Hank Surface. Well done! Enjoy flying solo!*

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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 and more!

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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 or email.
3. Download a gift certificate from our website:

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