



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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everything in between!*

**FEBRUARY 2017**

*Happy Valentine's Day!*

**EDITOR C. ROBINSON**



## WHAT'S UP? FAA'S SLOW FLIGHT IS TOO FAST

The airman certification standards (ACS), the guidebook used for pilot training and by designated pilot examiners (DPE) to conduct check rides, for private and instrument pilots were revised last summer, and the new definition of slow flight has become a topic of debate. The task, Maneuvering During Slow Flight under the Area of Operation: Slow Flight and Stalls has changed from:

*Establishes and maintains an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power, would result in an immediate stall.*

to:

*Establish and maintain an airspeed, approximately 5-10 knots above the 1G stall speed, at which the airplane is capable of maintaining controlled flight without activating a stall warning.*

Under the original guidance, an article by Rod Machado in the December 2016 AOPA Pilot Magazine expressed, "The first of two serious issues with this new policy involves the speed at which the FAA recommends that students fly slow. In its recent Slow Flight SAFO, the FAA's method of determining the allowable speed at which to slow fly will permit the maneuver to be performed at speeds up to 1.34 Vs. Yes, you read that correctly: 34% above stall speed. That's higher than the approach speed recommended for today's modern trainer (which is 1.3 Vs). The second serious issue with the new slow flight requirement is how it detracts from learning basic attitude flying skills. The new slow flight requirement forces students to focus on their airspeed indicator to prevent activating the stall horn. When slow flight was practiced at MCA, students primarily focused on managing their angle of attack and flying coordinated by looking outside the airplane. There was no reason to look at the airspeed indicator because the student's ears were free to assess the proximity to the critical angle of attack. With the FAA's new slow flight requirement, students are now compelled to spend more time with their eyes directed inside the cockpit focused on their airspeed indicator. Basic attitude flying skills will diminish as a result."

Under the new guidance, slow flight must now be accomplished at a speed higher than MCA or Minimum Controllable Airspeed (a speed at which the stall horn is continuously activated). Why? The August 2016 Flying Magazine reported, The FAA feels that when pilots hear a stall horn, they should take immediate stall-recovery action. If slow flight is practiced at MCA, then the stall horn will be heard continuously without the pilot going through the motions of recovering from a stall. The FAA feels that this will desensitize pilots to the stall warning, thus making them less likely to recover from an actual stall should one occur in flight."

## COCKPIT DISTRACTIONS from <http://aviationknowledge.wikidot.com/aviation:cockpit-interruptions-and-distractions>

Cockpit management often involves handling more than one task at the same time.. Generally, pilots can efficiently deal with the demands of concurrent tasks, but a pilot's preoccupation with a single task to the detriment of other tasks is one of the main causes of operational errors.

Cockpit distraction can be placed into one of four categories: (1) communication (conversation among cockpit crew members), (2) head-down work (reviewing approach charts or using a tablet), (3) searching for VMC (visual meteorological conditions) traffic, or (4) abnormal/unanticipated situation.

Communication: Nonessential conversation should be avoided especially during taxi, takeoff or approach. In the case of Delta Flight 1141 at Dallas Fort Worth, a flight attendant had stayed in the flight deck to chat with the pilots for 17 minutes, while the pilots were taxiing the airplane and running the checklist. The crash happened because the flight crew never configured the wing's flaps and slats on the proper position for takeoff. The NTSB reported, "Had the captain exercised his responsibility and asked the flight attendant to leave the cockpit, or, as a minimum, stopped the non-pertinent conversations, the 25-minute taxi time could have been used more constructively and the slat position discrepancy might have been discovered."

Heads-down work: Head down activities such as programming the GPS, reading the approach chart or picking up clearances demand a substantial amount of the pilot's attention, together with performing other tasks simultaneously and may significantly increase the possibility of errors.

Responding to abnormal situation: The abnormal situation easily distracts the pilot's attention from other cockpit duties. Pilots often feel great pressures in the abnormal situation. The enormous pressure may cut down the pilot's mental flexibility, and reduce their ability to handle concurrent tasks.

Searching for VMC traffic: Searching for traffic may distract the pilot's attention from their preoccupied tasks, such as

## 2017 AOPA FLY-IN: CAMARILLO!

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The 2017 AOPA Regional Fly-In schedule includes four events and kicks off April 28 and 29 in Camarillo, California, followed by Norman, Oklahoma (Sept. 8 and 9); Groton, Connecticut (Oct. 6 and 7); and Tampa, Florida (Oct. 27 and 28). Each event will feature two full days of activities, including an expanded roster of learning opportunities and workshops that will help make flying more fun, affordable, safe, and accessible.

AOPA launched the regional events in 2014, shifting from a single annual convention to this new approach that was designed to gather members at locations closer to home, and make it possible for more members (and guests, including future pilots) to attend.

A program of various topics and speakers is being developed that will include some that are location specific, taking advantage of the geography of each area -- count on each to "take you to new places in your aviation experience. AOPA also will offer the popular Rusty Pilots seminar that morning for those who have been out of the cockpit for two or more years and want to get back up to speed.

As AOPA looks to the future, growing the general aviation community remains a top priority. The AOPA Regional Fly-Ins will continue to serve that goal by bringing pilots together to experience a rich array of skill development, group flying, and hands-on activities.

WHEN: Friday, April 28 and  
Saturday, April 29

WHERE: Camarillo, CA

9 a.m. Friday:

Workshops covering a range of topics  
such as mountain flying or owner-  
performed maintenance

4 p.m. Friday:

Aircraft display, exhibit and work-  
shops

6 p.m. to 9 p.m. Friday:

Barnstormers Party

7 a.m. Saturday:

pancake breakfast

9 a.m. to 3 p.m. Saturday:

Seminars, ice cream social, Pilot  
Town Hall meeting, and possible  
small fly-outs to nearby destinations



**CONGRATULATIONS!**

**ACCOMPLISHMENTS**

DUC NGUYEN	First Solo	C-172	CFI MINJUN KIM
ALISTAIR NEAL	Private	ARCHER	CFI HANK SURFACE
ALBERT LEE	Instrument	WARRIOR	CFI GREG STEUBS

**CONGRATS** to RICHARD GARNETT , top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were MINJUN KIM and ABHISHEK MUDGAL

**TOP GUN AWARD** goes to SUKYUNG BAE for logging the most flight hours in club aircraft in January. Runners up were HYEKYOUNG PARK and KUN-HUNG TSAI!!!

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

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

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



- DION BELLEMARE
- RYAN CHOW
- CAMERON EVANS
- HAROON HAFEEZ
- JEFFREY HAYS
- CHIN YIU (JOHN) HO
- DANIEL JENKINS
- ERIC MCDONALD
- KATYA NAJJAR
- JENNIFER PERDIGAO
- JASON RUBADEAU
- LEE SANG HWAN
- LUKAS SWIDINSKI
- NICOLAS VANDEVOORDE
- RYU YEON JIN

(from page 1) monitoring the flight status and position. Also, searching for traffic may preempt (interrupt) the pilot’s attention from an intended action (e.g. running a checklist), and then may defer the action, until later time but forgotten by the interruption.

The following lines of defense are suggested for preventing or minimizing cockpit interruptions and distractions:

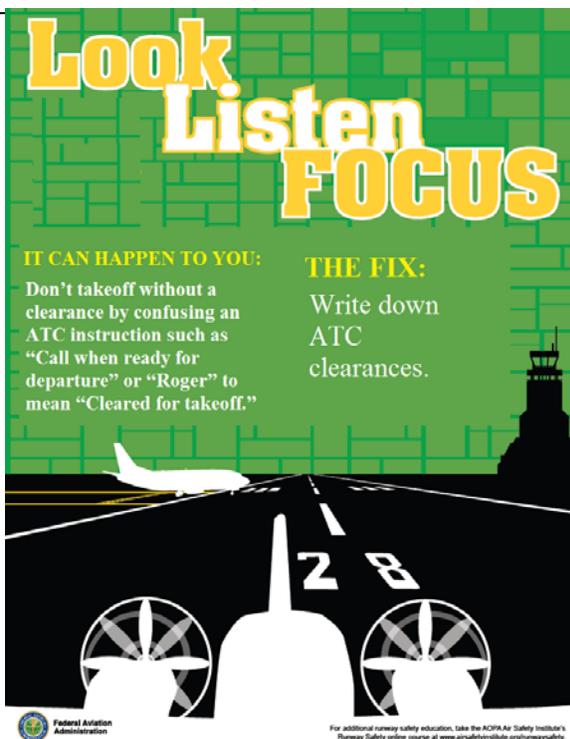
**Communication:** Conversation or discussion in the cockpit should be kept brief, clear (to the point), and concise. The Sterile Cockpit rule (non-essential communication minimized in non-cruise flight) should be observed. Any conversation or discussion should be interrupted or suspended when the pilot is scanning the airplane’s status and position.

**Head-down work:** Especially during dual flight, the non-flying pilot and the flying pilot should both acknowledge they are “heads down” and “I’m flying,” respectively. Single pilot operations can enlist the help of passengers when “heads down” to watch for traffic.”

**Responding to the abnormal or unanticipated situation:** The flying pilot must keep the responsibility of flying aircraft firmly in mind, he / she has to fully concentrate on flying the airplane. Task-sharing under the abnormal or unanticipated situation requires the non-flying pilot to maintain situation awareness, monitoring, and assist and support the flying pilot. Paying the extra attention to the normal checklists, “because handling an abnormal condition may disrupt the normal flow of SOPs actions; SOPs actions and normal checklists are initiated based on events (triggers); in case of disruption these events may go unnoticed and the absence of the usual trigger may be result in the omission of actions or checklists”

**Searching for VMC traffic:** Express a clear and loud “I fly, you watch” call. As pilots reported searching for traffic as a competing activities that distracted or preoccupied the pilots.

So when an interruption occurs, the crew need take a three steps process of Identify-Ask-Decide to get them back on track, and minimize the possibility of ignoring or forgetting previous tasks: (1) Identify the interruption when it exists (2) Ask, “What was I doing?” or “What did I intend to do before the interruption occurred?” (3) Decide what I can do to get back on track..



**HAPPY FEBRUARY BIRTHDAYS**

- CHIP BALDONI
- NICHOLAS BELKIN
- RICHARD BLOCK
- JOHN BURKE
- JOSEPH CASSANI
- RICK CORGIAT
- FRED R. DEVRIES
- PETER ENGLER
- MICHAEL FORD
- JESSE GALEAS
- STEPHEN GERRISH
- DON JOHNSTON
- MINJUN KIM
- STEVEN OTAL
- STEVE PARK
- MATTHEW PETROSKY
- TED REID
- SHOTA SERIKAWA
- ARKADY SHAPIRO
- CHAD SMITH

**FREE AOPA AIR SAFETY INSTITUTE SEMINAR: NONTOWERED CASE STUDIES**

**WHEN:** March 8, 2017 7:00 - 9:00 p.m.  
**WHERE:** Doubletree By Hilton Irvine Spectrum 90 Pacifica Irvine, CA  
**CONTACT:** memberservices@aopa.org or 800/USA-AOPA (800/872-2672)

Flying at nontowered fields is a balancing act. Especially on busy days, they demand concentration, communication, sharp eyes, solid stick-and-rudder skills, and the ability to improvise at a moment’s notice. Sometimes the margin for error can be very slim.

With that in mind, ASI’s new seminar turns a spotlight on real-life accidents in the nontowered environment. Together with our expert presenters, you’ll play the role of accident investigator—starting at the crash scene and working backwards through physical evidence, eyewitness testimony, and other leads to figure out what went wrong, and why.

**CHECKPOINTS**

Feb 16::	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Feb 16::	LBFC’s MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Feb 14:	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.



**LORENZO BOLOGNESI**

stops by the club on a day off from his first officer job with Skywest in the CRJ!

**HAROON HAFEEZ**

on days off from GoJet — based in Raleigh Durham flying the CRJ 700s and 900s.

**ALUMNI CHECK-IN**

*How awesome is this! Two pilots from our very own LBFC family flew together as a Captain and First Officer. Former LBFC CFI, Captain MARVIN ESCOBAR left our club in 2010 to further his aviation career and is currently an LAX based CRJ captain with SkyWest. Also with Skywest, First Officer RUDI LIMICH is no stranger to our family, he worked the front desk for 6 years and has been instructing with LBFC since 2012. Rudi is currently an LAX based CRJ first officer. Excellent job guys!*



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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. Shipping and handling \$4.95 per order, CA residents add 9% sales tax.

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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:

[www.lbflying.com/files/giftcert.pdf](http://www.lbflying.com/files/giftcert.pdf)

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**

\$99 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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**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

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