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# 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!

**NOVEMBER 2017** **HAPPY THANKSGIVING** **EDITOR C. ROBINSON**



## WHAT'S UP? AMERICAN MADE

Ye olde roving movie critic recently saw the film, American Made, starring Tom Cruise as Barry Seal, a swashbuckling drug trafficker, gun smuggler and money launderer to critique the translation of aviation to the big screen. A "lovable" rogue, Seal gets us rooting for our hero despite his engaging in morally questionable, not to mention illegal, activities like gun-running and drug smuggling. But it's entertaining and the flying is realistic and plentiful.

Based on true story, the movie begins in the late 1970s, Barry Seal, the youngest pilot in TWA history, is enticed to leave TWA (however, in reality, Seal was fired for using sick time to drug run.) Seal was presented with, as Tom Cruise's character attests, "the fastest [reciprocating] twin-engine aircraft on the planet," two 300 horsepower IO 540 engines, to fly for the CIA in Central America. Later, the US government allegedly provided him a military C-123 cargo transport aircraft. Barry Seal is alternately and consistently persued by the DEA, the CIA the Coast guard, local law enforcement, the Sandinistas and the Medellin Cartel.

On a sad note, during my research I discovered that the Aerostar, N164HH, which had been featured predominately all through the movie, crashed on set, killing two people and causing serious injuries to another member of the crew. N164HH was carrying crew members (three American pilots), returning to Enrique Olaya Herrera Airport in Medellin when it ran into bad weather and the crash occurred. The dead were later identified as Carlos Berl and Alan Purwin, who was the founder and president of Helinet Aviation, a company which provides aerial surveillance technology to government agencies and law enforcement, and a film pilot who had worked in top films. American pilot Jimmy Lee Garland was seriously injured and rushed to a local hospital. Garland survived but is paralyzed. American Made depicts the intricacies of flying small airplanes in dangerous conditions, and so in a strange life-imitates-art moment, the crash highlighted one of the film's central themes. Filming had been underway for weeks in the hills in northeast Colombia, near the border with Panama. But the filmmakers were based in Medellin, 35 miles to the southeast. This early-evening flight on Sept. 11, 2015, was supposed to be a short taxi ride home.

The movie did a good job in regards to the aviation sequences, with the only notable faux pas being paint schemes (Southwest B-737s were too modern) and decals (the DEA aircraft were marked as Customs and Border Patrol, a term not used before 2001. It's worth watching when it comes up on Netflix.

Last month I completed my flight instructor revalidation course, which all instructors have to complete every two years.

Many thanks to Chris Roth and Tomas Martinez for their assistance — I would not have retained my certificate, which I have held since 1982-ish, without your help!!!

So now that I'm full of refreshed wisdom ...

Following are some weather judgment tips for everyone (including CFIs):

- A. Do NOT fly in or near thunderstorms. You can fly safely around scattered thunderstorms, but do not try to fly through or under a thunderstorm.
- B. Do NOT continue your VFR flight into IFR weather conditions, even if you are instrument-rated.
  1. If you are on the ground, wait it out or file an IFR flight plan and obtain a proper clearance.
  2. If you are in the air, turn around.
- C. Do NOT proceed "on top" of a ceiling, hoping to find a hole at the other end or expecting ATC to "talk you down" if you get caught on top.
  1. Student pilots are prohibited from flying "on top."
- D. Do allow more margin for weather at night. It is harder to see that the weather is getting worse, especially on a dark night (no moon).



Long Beach Airport's annual FESTIVAL OF FLIGHT, held November 4, was great success! The well-attended event featured aircraft on static display and included a C-17 from March Air Force Base, vendor booths and live music. Other bonuses were the Goodyear blimp, the Virgin Orbit B-747 and a WWII vintage aircraft fly-by.

Many thanks to ANDREW GROVER for overseeing our booth and N724SP. And thanks for the great job staffing our booth: MELINDA WASMUND, BRIAN WROBLEWSKI, JUN WATANABE and REED NOVISOFF — everyone was quite busy all day!!! A good time was had by all!

**CHRISTMAS AND THANKSGIVING are coming!!!**

*We will have the following office hours during the holidays:*

8:30 AM to 1:30 PM	Wednesday, November 22, 2017	Thanksgiving Eve
Closed	Thursday, November 23, 2017	Thanksgiving Day
8:30 AM to 1:30 PM	Sunday, December 24, 2017	Christmas Eve
Closed	Monday, December 25, 2017	Christmas Day
8:30 AM to 1:30 PM	Sunday, December 31, 2017	New Year's Eve
Closed	Monday, January 1, 2018	New Year's Day

*Aircraft rental for the rest of the time will be handled using night dispatch procedures. Call ahead for the night locker combinations — and Happy Holidays!*

**O COME ALL YE PILOTS!**

*Long Beach Flying Club  
Holiday Hangar Party*

Y'all are invited to the Long Beach Flying Club holiday party on Friday, December 8th from 1:00 PM to 3:30 PM!

Bring your appetite for our authentic, pit-smoked BBQ catering by Famous Dave's BBQ!

Desserts, beverages, the works!

Don't miss this season's extravaganza!



**CONGRATULATIONS!**

**ACCOMPLISHMENTS!!!**

MICHAEL ALIOTTA	First Solo	Warrior	CFI GREG STEUBS
YONGJUN KIM	First Solo	C-152	CFI RICHARD GARNETT
STEVIE TU	First Solo	C-152	CFI NELSON SUNWOO
HAU REN YU	First Solo	C-152	CFI ALEX SHOWMAN
TING WEI HUNG	Solo Cross-Cou try	C-152	CFI ALEX SHOWMAN
XAVIER FAELDAN	Private	C-152	CFI ALI MOGHNIEH
JASON HURRELL	Private	C-172	CFI ALEX SHOWMAN
HIROMICHI SHIMIZU	Private	Warrior	CFI TOMAS MARTINEZ
WHITEHURST, MICHAEL	Private	C-172	CFI BRIAN WROBLEWSKI
ROBERT KASSOUF	Single-Engine Commercial	C-172RG	CFI BRIAN WROBLEWSKI
JIMENA LORENZO	CFI	Arrow	CFI JOHN CAMPBELL
AXEL SEIXAS	CFI	Arrow	CFI JOHN CAMPBELL
CANDY ROBINSON	Flight Instructor Refresher Course		
VICKY CHI LIN LIU	Ground Instructor -- Advanced		

**NEW & REJOINED CLUB PILOTS!**



- AYMAN "ALEX" AFANDI
- IVAN CAMPOS
- CHENG FU CHI
- JULIAN KIDD
- CHI LIN LIU
- FONTAINE MARSJ
- LING KANG MENG
- RICH PHAIR
- DORIAN PINUELLAS
- LAURA PLUMER
- MIKE SEIDNER
- ROGER SERAD
- MATTHEW SMAZENKA
- PETE SWEENEY
- RENE TRUJILLO
- WILLIAM VASSTIZADEH
- CHRIS WALKER
- SETH WHELCHER
- CHUNG HUA YANG

**CONGRATS** to JUN WATANABE, top CLUB CFI for October logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and NELSON SUNWOO!

**TOP GUN AWARD** goes to TING-WEN KUO for logging the most flight hours in club aircraft in October! Runners up were LUCAS PRADELLA and FU-CHIEH YU!!!

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

**WELCOME FUTURE PILOT!!!** ADELINE ROSE CAMPOS was born on June 23, 2017 to the family of IVAN CAMPOS!

**CHRISTMAS GIFT IDEA** -- give the gift of flight a Long Beach Flying Club gift certificate fits perfectly in that holiday stocking!



*Thirty-seven years ago, on November 15, 1980, Candy bought the Long Beach Flying Club !!! And October 27th marked our eighteenth year in our own building!!!*

**CONFUSED BY THE DIFFERENCE BETWEEN THE ACS AND THE PTS?**

The ACS started as an effort by the FAA to fix the airman knowledge tests (True/False). True.

The ACS started in 2011 as an effort by the FAA to fix the airman knowledge tests. Working with aviation training industry experts, the FAA concluded that the root cause of the airman knowledge test problems was the lack of a "knowledge test standard" (KTS) corresponding to the Practical Test Standards (PTS). It was evident that they could not effectively fix the knowledge test without taking a systematic approach to the airman certification system. The document that encompasses this fully integrated certification system is the ACS.

The PTS offer a comprehensive and integrated presentation of the standards of what an applicant needs to know, consider, and do to pass both the knowledge and practical tests for a certificate or rating (True/False). False.

The ACS, not the PTS, offer a comprehensive and integrated presentation of the standards of what an applicant needs to know, consider, and do to pass both the knowledge and practical tests for a certificate or rating. The ACS connect specific, appropriate knowledge and risk management elements to specific skills. This enhances the testing/training process for adult learners by clearly demonstrating why it is important for each concept to be understood.

Instructors should teach their students to use the appropriate checklist for each phase of flight while on the ground or in the air (True/False). True.

A statement on the use of checklists is included in the introduction of the PTS. Throughout the practical test or proficiency check, it should be impressed upon students that they will be evaluated on the use of an appropriate checklist (if specified by the manufacturer). Proper use is dependent on the specific Task being evaluated. The situation may be such that the use of the checklist, while accomplishing elements of an Objective, would be either unsafe or impractical. In this case, a review of the checklist after the elements have been accomplished would be appropriate. The ACS contain elements specifically requiring the use of checklist procedures. When teaching checklist usage, you must emphasize proper scanning vigilance and division of attention at all times.



**HAPPY NOVEMBER BIRTHDAYS**

- IVAN CAMPOS
- ERIC CHIYA
- RYAN CHOW
- SEAN EDWARDS
- ROLDAN GALLARDO
- STEPHEN HERNANDEZ
- RAY LEE
- MARK MEDAK
- DELANO MELIKIAN
- CESAR MORAN
- JOSEPH NGABO
- DUC NGUYEN
- YEN HEE PARK
- LUCAS PRADELLA
- ROBERT P. RUCHHOFT
- ZACHARIAH RUHL
- ROBERT WALTERS