



LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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hour to an airline job and
everything in between!*

FEBRUARY 2020

HAPPY VALENTINE'S DAY!

EDITOR C. ROBINSON

BE CAREFUL WITH "SPECIAL VFR" SUBMITTED By RICHARD GARNETT

Every time I read of a fatal aviation accident, it cuts a little into my soul. But this Kobe Bryant helicopter crash, for some reason, has really given me a "gut punch". What a tragedy. This accident has saddened literally millions of people around the world. I cannot imagine for the families and friends of these passengers, the pain and grieving deepened by the senseless of this accident. And the reason - Very poor Aeronautical Decision Making on the part of the pilot.

As you all know, when the weather is below Basic VFR - Ceilings less than 1,000 feet or Visibilities less than 3 SM, pilots may request a Special VFR Clearance. It is intended to be used for arriving and departing Class C or D airports. Once a Special VFR clearance is received, pilots are required to maintain "Clear of Clouds and at least 1 SM Flight Visibility". Helicopters have no minimum visibility requirement.

This pilot, using VFR and Special VFR to fly almost 80 NM from SNA to CMA at less than 1,000 feet AGL and with reported visibilities of 2 miles, while legal, on the surface just seems highly risky to me. I have been told that this is normal for VFR helicopter operations. Which leads me to the question, what are the ceilings and visibilities required for helicopter No Go decisions for that kind of cross-country?

In any event, I have found that the hazards associated with SVFR are insidious. In the space of a few seconds, you can find yourself flying from relatively easy visual conditions to being inside of a cloud or experiencing a drastic reduction in visibility. It can become very disorientating and very scary in a very short time!

The few times that I have used SVFR, I have done so only during the daytime at KLGB. This is because I know area and terrain well. I have found SVFR departures much easier ("Climb straight out, until reaching VFR conditions...") than SVFR arrivals. It is surprising how difficult it is to navigate visually from the Queen Mary to the airport with only 1 or 2 miles visibility or around a low level broken layer of clouds. It is easy to misjudge your position after only a couple miles of maneuvering around clouds with limited visibility. Thank God for ForeFlight!

My recommendation is that if you are IFR current and proficient, always get an IFR clearance to an airport versus a Special VFR clearance. While it may cost you 10 more minutes of flight time, it is certainly a much safer approach. Also regarding Special VFR at night... Don't even think about it! In my opinion it's "Playing Russian roulette with three bullets in the gun".

If you are not IFR rated, before you ask for a Special VFR Clearance, tell yourself that this is a high risk operation. And unless you know the terrain, and are very experienced, I recommend diverting to a VFR airport.

Please keep this in mind: Maneuvering around the fringes of clouds with a mile visibility while flying low to the ground is an invitation to a quick death for you and your trusting passengers. To paraphrase an old saying, "Dogs that chase cars, and pilots that fly regularly under Special VFR, Do not live long".



WHAT'S UP?

TAXI SAFETY— More about January Newsletter's article entitled, "Before the Aircraft Preflight Checklist", which contained a recommendation to obtain and use aircraft diagrams. That should have read *airport* diagrams.

The article was written in response to an incident in January between N8408E and a Gulfstream 280 at Santa Barbara Airport. Our Warrior incurred extensive wing damage and unknown total damage to the Gulfstream. Since then we were asked by the NTSB to submit a report on the incident, which I believe has been upgraded to an accident. Reviewing NTSB 830: An accident is defined as an occurrence associated with the operation of an aircraft that takes place between the time any person boards the aircraft with the intention of flight and all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage. Substantial means we're getting into the big bucks to put this situation behind us.

The pilot in command filled out about half of the report and I had to fill out the aircraft information, such as aircraft total time, engine make and model, etc. I also had to fill in the section, "Operator/Owner Safety Recommendation (How could this accident/incident have been prevented?)"

Here's my list:

- Never taxi without an airport diagram. Take time to verify the taxi clearance routing on the airport diagram.
- Taxi slowly, especially in congested areas.
- If at all in doubt about taxi instructions, STOP and ask for help from ATC.
- Enlist the help of all aircraft occupants with ground navigation.
- Follow taxiway markings and signs to ensure path along the route.
- Maintain situational awareness by minimizing distractions such as "heads down" activities, cabin communications and checklists while the aircraft is moving.

STARTERS AND BATTERIES— Earlier this month, we got a squawk for the Archer which read, in part, "Would not start. Cranked 5 times."

When maintenance got to the aircraft to deal with the squawk, a dead-dead-dead battery was found. At press time, the battery is on the charger. Whether it will hold a charge and live to be put back in service is yet to be determined.

The starter will probably be okay. However, overheating the starter can cause the starter to fail and force replacement. Overheating is usually caused by an excessive duration of time used for the starting attempt (commonly

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CONGRATULATIONS!

ACCOMPLISHMENTS!!!

ELLIOT DILL	First Solo	C-172	CFI REED NOVISOFF
CHRISTINE KUO	First Solo	Warrior	CFI VICKY LIU
MARGARET POTKAY	First Solo	C-152	CFI RICHARD GARNETT
NATHAN RIDDLE	First Solo	C-172	CFI RANJEET (RJ) RAJAN
JUNG YI HUANG	Instrument	Warrior	CFI JOHN CAMPBELL
CEDRIC DELA CRUZ	Commercial Single	C-172	CFI MONTY GROUTAGE
AMY YANG	Commercial Single	Warrior	CFI VICKY LIU
NILAN GUNASEKERA	Commercial Multi	Seminole	CFI RICHARD GARNETT
JESSE BELTRAN	CFII	C-152	CFI JOHN CAMPBELL

Many thanks to everyone for reporting all these accomplishments!!!

NEW & REJOINED CLUB PILOTS!



- MICHELLE ANTIMIE
- ALVIN DAJANO
- DANIEL SHULTZE
- KHAI DO
- MONIQUE GILSTRAP
- FEDERICO GUERRERO
- ZACHARY GURZENSKI
- GRAEME HATZKILSON
- ERIC LUNZER
- IAN ONEAL
- NOAH OYLER
- RICARDO PANIAGUA
- MANUEL PARRA
- STEVE PRUITT
- JACQUELINE STOKES
- SHEENA TEMPLO
- TOMMY THOMAS
- CHRISTIAN VACCARO

CONGRATS to RICHARD GARNETT, top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were JESSE BELTRAN and JEFFREY COLL VALDES!!!

TOP GUN AWARD goes to WENDY HUANG for logging the most flight hours in club aircraft in January! Runners up were TIEN NGUYEN and CEDRIC DELA CRUZ!!!

CONGRATULATIONS to club pilots RJ RAJAN and VICKY LIU on their recent jobs at SkyWest!

EASY WAY TO PAY – Using your on-line banking ap, set Long Beach Flying Club up as a new payee and have your bank send us a check to deposit money on your club account. Plus, you get the cash rate on your aircraft rental!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Thank you to RICHARD GARNETT for the help with this month’s newsletter!

“MIC FRIGHT” from AOPA.ORG

Too many pilots are concerned about their (virtual) appearance, even though they can’t be seen, on the radio. The sole cause of “mic fright” is that pilots don’t want to sound stupid. Guess what? No one cares. We’ve all stumbled over our words now and then, and a poor transmission is forgotten the moment it’s done. Mic fright is so prevalent that some pilots refuse to use a radio at all, despite the significant safety enhancements it offers. A fumbling radio transmission is safer than none at all, and good radio skills are like all other flying skills—you’ll only master them with practice. Just think about what you need to say before you start speaking, and even rehearse it before pressing the push-to-talk button. Soon you’ll be the star of the airwaves.

Continued from page 1 referred to as a “crank”) and an excessive number of starting attempts which are not within a designated time period (commonly referred to as a “duty cycle”). Be familiar with the duty cycle in you aircraft POH. Allowing for the variations in starters, a conservative rule of thumb to follow would be to crank for 10 seconds, then wait for 2 minutes to cool the starter for a maximum of three times. Recommendation: it might be time to get some help before totally draining (and perhaps killing) the battery.

In researching this article, I was amazed to learn that starters, properly treated, can last for as many as 2000 hours. We average 400 hours per starter. Note that retail price for the starter that goes on our Piper aircraft is \$811.00. The three sizes of aircraft batteries for our fleet retail for \$384, \$589 and \$625. Add the labor for the trouble shooting, removal and replacement and we’re looking at over \$1500 to repair the damage to the Archer.

In this instance, neither the battery nor the starter was at fault for the starting problem. It was the mag timing that needed to be readjusted. The abuse the Archer endured was for nothing and could potentially cost big bucks.



HAPPY FEBRUARY BIRTHDAYS

- CHIP BALDONI
- ANNA VICTORIA BARRIOS
- JESSE BELTRAN
- RUBY BRANSFORD
- IAN BUCHANAN
- CHRISTOPHER BURY
- JOSEPH CASSANI
- DANIEL CASTANEDA
- SUNGHO CHO
- MIKAYLA CROSSLEY
- PETER ENGLER
- ALEXIS FRANCO
- DAE HONG
- JENNIFER HUARD
- BRIAN KELLEY
- HOVIK KHACHEKIAN
- MINJUN KIM
- MAX LUO
- KEVIN MARTINEZ
- TOM MILLER
- CHIRAG MUKHIA
- MICHAEL OLIVERA
- EMMANUELE OWOEYE-WISE
- STEVE PARK
- MARGARET POTKAY
- TED REID
- ARKADY SHAPIRO
- DALE SORENSON
- VERONICA FENG
- HAREL TANAMI
- STEVIE TU
- KEANE WONG
- VIRGINIA YING
- DIMITRI YOUNES
- NASHWA ZOKARI



**CFI MEETING
WEDNESDAY, MARCH 25, 2020
FROM 6:00 PM TO 7:00 PM**



THIS IS OUR ANNUAL RECURRENT TSA SECURITY AWARENESS TRAINING AS REQUIRED BY THE FAA. EVERYONE WELCOME! MANDATORY FOR ALL CLUB CFI!