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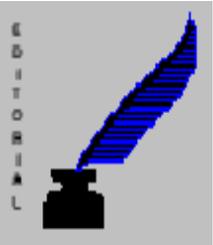
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OCTOBER 2020

HAPPY HALLOWEEN!

EDITOR CANDY ROBINSON



WHAT'S UP? TWO JETPACK SIGHTINGS AT LAX

On October 14, 2020, a China Airlines crew reported encountering what appeared to be an individual flying via jetpack in the vicinity of LAX. The sighting, the second such report to be made at LAX in the past six weeks, occurred at about 1:45 p.m. local time. The jetpack was seen approximately seven miles northwest of the airport flying at 6,000 feet.

The Los Angeles Field Office of the FBI is in contact with the FAA and is investigating multiple reports of what, according to witnesses, appeared to be an individual in a jetpack near LAX. The FAA is also investigating the incident.

The first jetpack sighting at LAX, reported by American Airlines Flight 1997, occurred around 6:30 p.m. on Aug. 31. According to the crew, the jetpack came within 300 yards of the aircraft at an altitude of about 3,000 feet.

There are doubters that what the pilots and crew members are seeing are indeed jetpacks. Los Angeles-based Jetpack Aviation, which was established in 2016, has produced five jetpacks, all of them are under lock and key and none of the packs have been sold.

The carbon-fiber wingsuit is powered by four mini jet engines, and the team's engineers were able to create a manually controlled thrust vectoring nozzle that allows pilots "to control rotations around the yaw axis at zero speeds." The yaw axis is perpendicular to the wings and allows the pilot to turn left and right while flying horizontally.

The jet engines that power the systems are extremely loud — a fact that likely would have prompted videos and photos, especially because the first sighting was made in a heavily populated area south of downtown Los Angeles, according to the FBI.

It would take one of the company's turbine-powered jetpacks as long as seven minutes to reach 6,000 feet. The company's latest model holds 12 gallons of fuel — or about 10 minutes' worth. With a marginal fuel load, in addition to a recovery system that has yet to be perfected, it is unlikely that the sightings are of an actual jetpack.

So what does Jetpack Aviation think the airlines are actually seeing? A battery-powered electric drone, possibly loaded with an inflatable mannequin, that's being flown remotely. They're far quieter, and the person flying the device could use augmented reality or virtual reality goggles to pilot.

However, in February 2020 the team at Jetman Dubai reported that they have built a jet-powered wingsuit and say they just reached a major milestone with it -- a Jetman pilot took off from the runway at Skydive Dubai in the United Arab Emirates and then flew up to nearly 6,000 feet in altitude. He demonstrated the ability to hover, stop, turn and maneuver.

Audio of the second sighting, as heard in the LiveATC.net audio recording: <https://s30121.pcdn.co/wp-content/uploads/2020/10/KLAX-Final-Oct-14-2020-Jetpak2.mp3>

Heard on the frequency, "Only in L.A."

REMEDIAL TRAINING

Recently, I heard about remedial training in progress for two southern California pilots (also see "Harrison Ford Cleared to Keep Flying" on page two). Pilot A violated airspace when departing Santa Monica, having received an overly complex departure clearance. Pilot B violated Dodger Stadium's TFR. We just reviewed that in our last newsletter. Stadium TFRs were in effect at Dodger Stadium and Angel Stadium of Anaheim when the teams were in town, even though fans were not allowed to attend the games. A stadium TFR is defined as having 30,000 seats or more and is not based on the number of people in those seats. You can relax ... there will be no more baseball games played locally for the rest of the season. But I digress ...

In lieu of enforcement action for an alleged violation and if the alleged violation meets certain criteria, the pilot may be offered remedial training. Remedial training is FAA-specified training, usually both ground and flight training. If the pilot decides to accept it, a remedial training agreement is signed, promising to complete the training within a specified time period, typically 90 days, and the pilot bears all costs associated with the training.

All pilots are eligible to participate in the program, regardless of their experience or ratings. In addition, it offers you three distinct advantages over fighting the FAA over the alleged violation. First, if the remedial training is

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FIRES NEAR BIG BEAR Submitted by Bob Hartunian, Big Bear-Based Pilot/Correspondent

(September 19, 2020) Over 2 weeks ago, we had the start of the El Dorado fire down in Yucaipa from people doing a "gender reveal" ceremony and lighting off a pyrotechnic smoke bomb in 4' high dry grass that immediately caught fire.

At this writing, over 20,000 acres of hillside has burned and the fire is creeping towards Big Bear from the south. We are told that there are no evacuations now for the Valley unless the fire gets into the Santa Ana River drainage.

For 2 weeks we have had heavy smoke in the sky and a TFR south over the Yucaipa area so firefighting tankers could drop retardants ahead of the fire. The fire threatened Angelus Oaks, Forest Falls and other mountain communities and only the constant work of ground crews kept all the homes from burning up. Residents of Big Bear have been on alert during this time and were told to be ready for possible evacuation but no close threat now.

I live on a hillside in Fawnskin on the north shore of Big Bear lake and have windows facing south. On Friday evening around 8pm, I looked out and saw fire and smoke on a hillside that appeared to be near Snow Summit hillside here in Big Bear. Turned on local radio stations expecting to hear evacuation orders and nothing but normal music playing. Went outside and listened for sirens and traffic on the highway and all was quiet, yet I could see the fire progressing downhill. This didn't make sense.

I called friends around the lake asking them to verify the fire and they saw nothing. Got in my car and drove east and could see the fire from the road. Certainly other people saw the same thing. Went home and looked closely at the fire and then I realized what happened. The fire was on a hillside but the hillside was 12 miles away on a ridge south of Big Bear. In the clear air, it appeared to be nearby in our Valley. And that was why there was no alarm here....yet.

At this writing, the hillside I watched burning turned dark, indicating that the trees and vegetation were gone. Fire had consumed all and it was now out of sight behind the Valley ridge, slowly creeping down into the drainage. I hope it gets stopped there.

Editorial Comment: The El Dorado Fire is currently as close as 6 nm southeast of Big Bear Airport. Officials are estimating containment by the end of December. It is best to avoid flights into Big Bear Airport due to smoke, reduced visibilities and fire fighting aircraft.



CONGRATULATIONS!

ACCOMPLISHMENTS!!!

RESHLEY DALISAY	First Solo	Warrior	CFI JASMINE ARDESHIRI
CHRISTINE KUO	Private	Warrior	CFI VICKY LIU
GERARDO CORDOVA RUBIO	Commercial Single Engine	C-152	CFI JESSE BELTRAN
HAO-TING SUN	Commercial Single Engine	C-152	CFI JESSE BELTRAN
DAVE WHITE	Commercial Single Engine	C-172	CFI COREY ANN LEWIN
MUNDER YACCOUB	Commercial Single Engine	C-172SP	CFI RICHARD GARNETT
Please submit your accomplishment with pictures to us. We don't always know when you've passed your checkride!			

NEW & REJOINED CLUB PILOTS!



- BRANDON FRIEDLANDER
- KAPENA KIMBALL
- BRANDON LANGIUS
- JEFFY LAU
- CHRISTIAN WADE



CONGRATS to RICHARD GARNETT, top CLUB CFI for September, logging the most hours of dual given in club aircraft! Runners-up were JESSE BELTRAN and VICKY LIU!!!

TOP GUN AWARD goes to HAO-TING SUN for logging the most flight hours in club aircraft in September! Runners up were MEHRDAD HASSANI and WEI-LIEN CHEN!!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to Bob Hartunian for the help with this newsletter!

SIMPLIFICATION: Last month's article "Skyhawks at Florida Flight School Damaged by Improper Disinfectant" made some recommendations that were way too complicated. As an alternative to wiping down the aircraft interiors, pilots can wear masks, don't touch your face and wash your hands after your flight!

HARRISON FORD CLEARED TO KEEP FLYING from avweb.com

Harrison Ford has completed a "remedial runway incursion training course" and has been cleared to continue flying after an incident at Hawthorne Airport in Los Angeles. After being told to hold short for an aircraft on short final by a controller, the 78-year-old actor crossed the airport's only runway. When busted by the obviously irritated controller, Ford immediately apologized and said he'd misunderstood the controller. "The FAA required the pilot to take a remedial runway incursion training course. When the pilot successfully completed the course, the FAA closed the case with no additional action," the agency said in a statement.

It was Ford's second major goof in two years. In 2017 he landed his Aviat Husky on a taxiway at John Wayne Airport and he also immediately took responsibility for that, telling an FAA official that he was "the schmuck who landed on the taxiway" when he called the tower after the incident. In that case he actually flew over a Boeing 737 holding short of the runway. He took "awareness training" for that mishap and was cleared to fly.

PIPER FUEL SELECTORS

We recently were sent an email from the FAA: "It is recommended that we remind the flying public of SAIB CE-14-22 and emphasize familiarity with the operation of and proper maintenance of the fuel selector valve as outlined." This Special Airworthiness Information Bulletin (SAIB) alerts pilots of certain Piper Models, which include Warriors and Arrows, of an airworthiness concern, specifically that the fuel selector valve can be inadvertently switched off and/or may bind when switching fuel tanks and can cause a loss of power in flight.

SAIB CE-14-22 recommends that pilots become fully familiar with the operation of their airplane's fuel selector valve:

- the clock locations of the left tank, right tank and off positions; and
- the feel of a fuel selector valve, when the valve handle is rotated, free from the onset of binding and arresting only at the detent for each tank and off position.

To reduce the possibility of problems when switching a fuel selector valve, ensure a flat landing site is available whenever switching fuel tanks and check before landing to ensure that an airplane's fuel selector valve is positioned on the fullest tank.

("REMEDIAL" from page 1) completed satisfactorily, no record of a violation is placed in your FAA file. If you are concerned about rising insurance costs, or planning a future airline career, this reason alone makes it easy to choose the remedial training option. Second, even with the expense of renting an airplane and hiring a flight instructor, the alternative of hiring an aviation attorney who charges by the hour to battle your case with the FAA could be much more expensive. And third, you might benefit from the training.

AOPA offers a Legal Services Plan to provide counseling and pay most of members' attorney fees in FAA enforcement actions brought against pilots for violations of the federal aviation regulations.

Flying has always been dynamic, fluid, and fast-paced. That's part of what makes it so exciting, and part of its appeal. But with any dynamic activity, there's bound to be an occasional foul-up. The thing to remember is that the FAA wants voluntary compliance. When the agency pursues an alleged violation, however, it does have a wide range of options, everything from education to revocation.



HAPPY OCTOBER BIRTHDAYS

- GEORGIY BOYCHENKO
- BRUCE COSS
- RYAN CROMPTON
- KHAI DO
- DAVID FORD
- MICHAEL FRENCH
- MARTIN GODFREY
- AMEER HASAN
- DANIEL HILGER
- PATRICK HOLMAN
- GEEHA KIM
- KAPENA KIMBALL
- COREY LEWIN
- SKYLAR MAO
- ADEL NAGUIB
- ROBERTO PALAFOX-LOPEZ
- DOROTHY ROBERTS
- JOSEPH SANTIAGO
- MONIQUE SAO
- CAILEY STEWART
- NELSON SUNWOO
- RYAN WATTS
- MICHAEL WHITEHURST

OWL ACCOMPANIES FIREFIGHTING PILOT MAKING WATER DROPS
from AVweb.com Oct 2020

Helicopter pilots don't usually pick up hitchhikers, especially in flight, but a firefighting pilot in California had some unexpected company in the cabin recently. An owl flew through the open door of Dan Alpin's UH-1 Huey as he dropped water on a section of the sprawling Creek Fire in central California. The bird perched on a seat back and made itself home for several minutes.

Alpin was afraid the owl would panic and fly around the cockpit but it never moved from its perch. "It's an unexplainable and magical miracle for it to stay with you for several water drops, then leave just as it arrived—safe and unannounced," he said. Sky Aviation said in a statement that it was an unprecedented experience. "It's odd to have an owl enter an aircraft. It's unheard of to have it enter while the helo is in flight," Sky Aviation said.

