

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

AUGUST 2005 NEWSLETTER

ENDLESS SUMMER (WE WISH)!

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- GOD BLESS AMERICA * WE FLY WITH CARE... Now, more than ever *

HELEN'S CORNER

Practical Test Standards (PTS) are periodically changed. Sometimes these changes are significant, such as adding or deleting a maneuver, and sometimes they don't change the meaning at all. The PTS should not be used to "teach the test" when training a student for a particular certificate or rating. CFIs who approach flight training this way are doing their students a disservice. The tasks in the practical test standards are intended to provide a reasonable sampling of the applicant's abilities; they cannot realistically cover every subject that should be included in a comprehensive flight training program for a given certificate or rating. For example, while the "emergency descent" task was recently deleted from the private and commercial pilot practical test standards, all pilots should know how to perform this maneuver. It is therefore up to you as a CFI to incorporate the items that you think are necessary for complete coverage of the subjects you are teaching. It is important to always teach your students first and foremost to be competent and safe pilots; passing the practical test should be regarded as simply a byproduct of thorough instruction. Let's review some changes that have been made to the Private Pilot PTS. The summaries of changes presented below are for airplane single-engine land (ASEL) tasks only.

The introduction specifies that the ground portion of the practical test must take place before the flight portion. Previously either portion of the test could be conducted first. It also clarifies the FAA's position regarding incomplete or marginal performance of a task with the following paragraph:

If the examiner determines that a TASK is incomplete, or the outcome uncertain, the examiner may require the applicant to repeat that TASK, or portions of that TASK. This provision has been made in the interest of fairness and does not mean that instruction, practice, or the repeating of an unsatisfactory task is permitted during the certification process. When practical, the remaining TASKS of the practical test phase should be completed before repeating the questionable TASK.

The introduction also clarifies that the tolerances listed for each task contained in the PTS represent the performance expected in good flying conditions. While examiners have generally interpreted the PTS this way in the past, the wording of the current documents should result in less individual variation between examiners/inspectors with regard to satisfactory performance of PTS tasks on turbulent days.

All airplane categories (single- and multi-engine, land and sea) are now contained in a single PTS document. The organization of each new PTS is as follows: Each PTS is divided into 2 sections: Section 1, Airplane Single-Engine land and Sea, and Section 2, Airplane Multi-Engine Land and Sea.

Deleted Tasks:

1. In Area of Operation 1, "Preflight Preparation," Task G., "Minimum Equipment List."
 - a. Note that knowledge of minimum equipment lists is still required for the new "Airworthiness Requirements" task
2. In Area of Operation X, "Emergency Operations," Task A., "Emergency Descent."
3. In Area of Operation XI, "Night Operations," Task 8., "Night Flight."

New Tasks:

1. In Area of Operation I, "Preflight Preparation," new Task 8., "Airworthiness Requirements."
 - a. This task covers the following elements:
 - i. Required instruments and equipment for day/night VFR.
 - ii. Procedures and limitations for determining airworthiness of an airplane with inoperative instruments and equipment, with and without a minimum equipment list.

- iii. Requirements and procedures for obtaining a special flight permit.
- iv. Locating and explaining ADs, compliance records, maintenance/inspection requirements, and appropriate record keeping.

Revised Tasks

1. In Area of Operation IV, "Takeoffs, Landings, and Go-Arounds," the following tasks were revised:
 - a. Task C, "Soft-Field Takeoff and Climb": The airplane may now be allowed to accelerate to V_x or V_y in ground effect, as appropriate, and maintain this speed to a safe maneuvering altitude (the old PTS specified V_y only).
 - b. Task L, "Go-Around/Rejected Landing": The applicant is now required to maneuver to the side of the runway to clear and avoid conflicting traffic (this action, while commonly taught by most CFIs, was not specifically required in the old PTS) ,
2. In Area of Operation V, "Performance Maneuver," the only task revised was:
 - a. Task A, "Steep Turns": The applicant is no longer required to complete the maneuver at a minimum of 1,500 ft. AGL.
3. In Area of Operation VI, "Ground Reference Maneuvers," the examiner is now required to select only one of the three tasks. In addition, the following task was revised:
 - a. Task C, "Turns Around a Point": The applicant is no longer required to complete two turns during the maneuver, and 45° is no longer specified as the approximate bank angle at the steepest point in the turn.
4. In Area of Operation VIII, "Slow Flight and Stalls," the following tasks were revised:
 - a. Task A, "Maneuvering During Slow Flight":
 - i. Slow flight is now defined as 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 (the old PTS defined slow flight as $1.2 V$)
 1. This definition of slow flight is similar to the old FM term "minimum controllable airspeed," and requires flight at airspeeds considerably lower than $1.2 V_{S1}$ in some airplanes.
 - ii. The airspeed tolerance is now $+10/-0$ kt., and the bank angle tolerance is now $\pm 10^\circ$ (the tolerances in the old PTS were airspeed, $+10/-5$ kt., and bank angle, $+0/-10^\circ$).
 - iii. The new PTS no longer specifies a maximum bank angle for turns (the old PTS specified 30° in level flight and 20° in climbing or descending flight).
 - b. Task B, "Power-Off Stalls": The applicant is no longer required to announce the indications of an approaching stall. Additionally, the maximum bank angle and tolerance for inducing a turning stall is now 20° , $\pm 10^\circ$ (the old PTS specified a maximum bank angle of 30° , $+0/-10^\circ$), and the applicant may now accelerate to V_x or V_y before the final flap retraction (the old PTS specified V_y only).
 - c. Task C, "Power-On Stalls": The applicant is no longer required to announce the indications of an approaching stall. Additionally, the bank angle tolerance is now 20° , $\pm 10^\circ$ (the old PTS specified 20° , $+0/-10^\circ$), and the applicant may now accelerate to V_x or V_y before the final flap retraction (the old PTS specified V_y only).
4. In Area of Operation IX, "Basic Instrument Maneuvers," the examiner is now required to select Task E, "Recovery From Unusual Flight Attitudes," and one other task. In addition, the following tasks were revised:
 - a. Task B, "Constant Airspeed Climbs": The applicant may now be required to perform turning climbs (the old PTS specified straight climbs only).
 - b. Task C, "Constant Airspeed Descents": The applicant may now be required to perform turning descents (the old PTS specified straight descents only).
 - c. Task D, "Turns to Headings": The applicant is now required to roll out on the assigned heading, $\pm 10^\circ$ (the old PTS tolerance was $\pm 20^\circ$).
5. In Area of Operation XII, "Postflight Procedures," the following tasks were revised:
 - a. Task A, "After Landing," and Task B, "Parking and Securing," have been combined into a single new Task A, "After Landing, Parking, and Securing." This new task covers essentially the same areas as the two tasks it replaces, while placing additional emphasis on runway incursion avoidance and reaching an appropriate speed during the landing roll-out before attempting to turn off the runway.

PTS organization reference 'Gleim: CFI Refresher Clinic'

CFI Program: Wednesday, August 31 at 6:00 p.m. either Steve Shackelford giving us a demo on weather or George Mahurin explaining carburetors - to prime or not?? And preventing fires.

Everyone welcome!

ACCOMPLISHMENTS

MARK DAVIS	SOLO	WARRIOR	CFI MATT SILVER
ERIC HINOJAS	SOLO	WARRIOR	CFI BRIAN WATERS
NICK MATCHECK	SOLO.	WARRIOR	CFI BRIAN WATERS
ERIC DALTON	SOLO	C172	EMI KENNEDY
JOHN HUTHMAKER	SOLO	WARRIOR	CFI RICHARD GARNETT
DANILE LEFLER	SOLO	WARRIOR	CFI JOEY ROEHRICH
ANDREW PLUMA	SOLO	WARRIOR	CFI MATT SILVER
MARY ELIZABETH ORR	SOLO	C152	CFI HARRY LEICHER
JAMES WARD	PVT MULTI	SEMINOLE	CFI JOEY ROEHRICH
SCOTT PLUDE	PRIVATE	C172SP	CFI PAUL RAYMOND
KELLY SIMS	PRIVATE	WARRIOR	CFI RICHARD GARNETT
MATTHEW KAPLAN	PVT MULTI	SEMINOLE.	CFI JAESEONG OH
NIKOLAS GAVALAS	PRIVATE	WARRIOR	CFI JAESEONG OH
KENT PRAMHUS	COMM	C172RG	CFI RICHARD GARNETT
FRANKO GALAVIS	COMM	C172RG	CFI RICHARD GARNETT
LYNN JONES	COMM MULTI	SEMINOLE	CFI JOEY ROEHRICH
DANNY LEE	APT	C152	CFI HELEN CRANZ
GENE REINEKE	APT	C172RG	CFI HELEN CRANZ
CODY PIERCE	APT	C712	CFI HELEN CRANZ

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for July, logging the most hours of dual given in club aircraft! Runner-ups were HEISHU KIM and JOEY ROEHRICH! **TOP GUN AWARD** goes to GALAVIS BENITEZ, logging the most flight hours in club aircraft in July. Runner-ups were FRANCESCO NEGRO and MARY ELIZABETH ORR!

Dear Candy, While getting ready for my AVX checkout with Helen on Saturday, I got to thinking about how nice it would be to fly my wife out there sometime. Unfortunately, (and I must note that this is one of her very, VERY few flaws!) she is quite uneasy about flying in light planes.

Anyway, I started humming the old Four Preps' song, "26 Miles," and by the time I finished preflighting the Symphony, a new set of lyrics had written themselves in my head. If you think the Club members would find them amusing, here they are. (I hope you remember the song. I sometimes forget that songs that I remember clearly had vanished from the airwaves before many of my friends were even born!)

26 DME (The AVX Lament) by Dan Villani (with apologies to the Four Preps)

Twenty-six DME across the sea,
 I wish I'd get my wife to fly there with me
 'Cause she's the only one who interests me in
 Romance, romance, romance, romance.
 Water all around it everywhere
 A beautiful place to go by air
 But I may never get to fly her there for romance!
 I'd love to see her, there in the right seat,
 Happy and calm and serene.
 But her knuckles get white - it's quite a sight!
 Is this my impossible dream?
 Forty kilometers in a two-seater plane,
 She looks at me as though I've gone insane.
 I wish I had the right words to explain the
 Romance, romance, romance, romance.

NOTAM: Check your flight cases: make sure you have the new **Los Angeles charts** which expired at the end of the July.

NOTAM: BETTER WELCOME TO LAST MONTH'S NEW PILOTS! (CORRECT SPELLING!): MATTHEW WONG, RAYMOND CHANG, BRETT BAKER, SERGIO ITURRIOS, BENJAMIN NISWANDER, JEREMY OJERHOLM and DANIEL SANTOS!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be

greatly appreciated! Many thanks to HELEN CRANZ and DAN VILLANI for the help with this newsletter!

EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@lbfllying.com.

CONGRATULATIONS to Club Pilot and Mrs. Chris Warners on the recent birth of their daughter Jenna!

NOTAM: LONG BEACH AIRPORT ASSOCIATION NEEDS YOU! LBAA applications are available at the club. We need your support -- all LBAA membership fees go to printing costs of the quarterly newsletter and protecting General Aviation rights at Long Beach Airport. Long Beach Airport Association dues donations are TAX DEDUCTIBLE so sign up today!!!

EMAILED: Candy - I completed the checkride and was awarded a commercial, multi-engine license on July 12. Thank you so much for [helping me out with N2126X for] my checkride. Since my stay in California is temporary, I really appreciate that accommodation. BTW, Jim Rutledge started the paperwork and oral at 1:30 and finished the process just before 7pm!! If anything, he's thorough. It was an endurance test as well as a checkride. I should be in during the week of the 25th to start work on my commercial, single-engine license. The break on insurance premiums makes it all worthwhile. I am buying another Aerostar, and they aren't cheap to insure. Best regards, Lynn Carl Jones, CPA, CFE

August 31st & September 28th: Long Beach Flying Club **CFI meeting** from 6:00 pm to 7:00 pm

October 26: The Long Beach Flying Club and the Long Beach **Airport Association** General Membership Meeting will be held at the AirFlite facility on Taxiway Bravo at the end of Wardlow Road. A buffet will be served beginning at 6:30 PM with the program beginning at 7:00 PM. Everybody is welcome to attend -- we hope to see you there -- sandwiches, fruit and dessert will be served! This meeting will count toward CFI credit for July.

November 11-13: Fla-Bob Air Extravaganza, Veteran's Day weekend. Antique airplane displays, food vendors. Fly or drive-in, come see the "new" airport!

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
MARVIN GRANGER	SERVET ATBAS
CARLOS FLORES	DIANE AUSTIN
MARK CHRYSS	BRETT BAKER
ROBERT VALENZUELA	JACK BASHFORD
STEVE SCHUESTER	FRANKO BENITEZ
JOSE TABALES	JOHN BLANCHARD
MICHAEL GARLAND	WILLIAM CASTILLO
KENTARO SHIMAMURA	WALTER A. COHN
KAZUHAR NONO	OOUG CRIPPS
BENNY BENSON	MARK ENDRES
MASARU KATAOKA	RENE GARCIA
ERIC BROUNSTEIN	NIKOLAS GAVALAS
ABRAHAM CORTEZ	DANIEL GREEN
JOSE GARCIA	MARK HILSTAD
RENE GARCIA	JOHN HUBNER
PAUL HERMAN	SHING HWONG
BOBBY HSU	SERGIO ITURRIOS
DANIEL KO	ROBERT JACOBSON
BRAD MOORING	CHARLES JARAMILLO
FRANCESCO NEGRO	ALONZO JONES
MARY ELIZABETH ORR	BYUNG-SOO KIM
SCOTT RAMEY	KLAUS KLIMPFINGER
BENNY WONG	MICHAEL LINDSAY
MIGUEL ALONZO	JAMES LOISCH
KEVIN BENCH	NICHOLAS MATCHECK
MARK BLACKFORD	REID MOORHEAD
VITO CARAVIGGIO	BRUCE NETTLES
ED ELIOT	ROBERT NEVES
MICHAEL RYAN	REED NOVISOFF
STEVE SCHUETTE	FRANK REINMILLER
DON TERRY	KENTARO SHIMAMURA
	MAHIDHAR TATINENI

	LYN TIEHEN PAUL C. TURNER YOHEI UENO DANIEL VILLANI GERALD VOS
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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 outgoing mail.
3. We can email you a gift certificate. Send us or 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!