



Plus One Flyers

*Southern California's Premier Flying Club
San Diego, California*

Winter 2008 Newsletter

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GENERAL MEMBERSHIP MEETING

WHEN:

Thursday, January 31, 2008

5:00pm at Gibbs – pilots' social with pizza and soft drinks – meet, greet, and eat!

6:30pm at the Sheraton – meeting kick off, club announcements, and news.

7:00pm – guest speaker.

- Door prizes & raffle

WHERE:

Pilots' Social: Gibbs Flying Service at Montgomery Field

**Meeting: Sheraton Four Points Hotel, in the theater off the lobby
8110 Aero Drive (just west of Montgomery Field).**

SPEAKER:

Elliott Sanders, President – Van Nuys Pilots Association

Topics: the making of the movie "One Six Right" & airport advocacy

*"Flying may not be all plain sailing, but the fun of it is worth the price."
- Amelia Earhart*

Have an interesting flying story or helpful aviation tips that you want to share? Please submit your articles to Craig Johnston for consideration: craigj@thecjs.com.

Lessons From A Beautiful November Afternoon

Horacio Valeiras, Member



A few weeks ago, with a friend in town for a visit, I flew the club's Cessna 210 (N210BX) for a sightseeing trip of San Diego. Since it was a short, slow trip, I had originally signed up for a 172SP, but a couple of days before, it had been taken offline for maintenance.

The afternoon was perfect and the trip -- through the Miramar transition, to the coast, through the VFR corridor and around Point Loma -- had been great. However, the joy was to end all too quickly.

On approach to runway 28L, I went through GUMPS, gear was locked, mixture and prop were set and approach speed was normal. I was on the glide path (looking at the VASI on 28R). I even asked for a wind check (300/5 knots) to make sure I was set up for the wind. But, I must not have pulled power out soon enough because, as I rounded out, the plane floated a long way. I touched down smoothly on the center line; my passenger would later comment that she could not even feel the touchdown. I applied brakes, but the plane skidded slightly so I switched to aerodynamic braking and soon realized I did not have enough runway to stop. I broke hard, locked the brakes, the main tires blew and we rolled to a stop in the grass (actually very small shrubbery past the end of 28L). The nose wheel was fine and fortunately, besides the two tires, no damage to the occupants or the airplane was found.

I know the plane should have been able to stop with a short field landing in 765 feet, I had been checked out in the airplane only a couple months before. However, I had not flown the 210 in about 1 month and had actually thought of going up with an instructor in the plane before my sightseeing trip once I learned the 172 was not available. But, as with many of our busy schedules, time ran out.

So, what wisdom did I gain that I can share with others?

- Go around! If you don't land in the first quarter to third of a runway the length of 28L, go around immediately. If you are uncomfortable with any part of the approach, go around.
- Go around one more time!
- Stay current in the airplane! If you feel at all out of currency in an airplane, especially a high performance one, make the time to take a flight with an instructor before going up by yourself.
- Single engine pistons still don't have anti-skid brakes -- the wheels can lock!

I have always considered myself very safety conscious. However, thinking about safety is not enough -- you must practice it every flight.

Did I do anything right on the landing? I believe the decision to stay on the ground, even when I realized I was going to overrun the runway, was correct. It is better to go long, but at a slow speed, than try to take off with too little runway left.

My ego is very bruised, but I consider myself lucky to have learned such a valuable lesson so "inexpensively."

*"Aerodynamically the bumblebee shouldn't be able to fly, but the bumblebee doesn't know that so it goes on flying anyway."
- Mary Kay Ash*

Fuel Truck Wing Strike During Taxi #1

Chris Airriess, Member, CFI



I was heading up to Orange County (SNA) for a series of business meetings last October and decided to fly, rather than travel by motorcycle as I usually do, in order to avoid inhalation of residual smoke and particulates from the San Diego Co fires. I checked the weather and TFR's, made sure SEE was open and conducted a thorough pre-flight. I often fly 5241D, or 734BT, from SEE and am very familiar with the airport. I noticed the BP fuel truck north of the fuel island during the pre-flight but, as it was tight up against the building and not blocking the marked route off the ramp, did not pay it sufficient attention.

I obtained a taxi clearance from the tower, which was "taxi via alpha and hold short of runway 27R" instead of the usual "taxi to 27R, cross runway 17/35 at delta" due to the large number of fire-fighting and related aircraft located on the terminal ramp and taxiways toward 27L. I pulled ahead, checked brakes, turned left and while taxiing through the small space between the fuel island (and truck) and flight line, with nose-wheel on the centerline, looked left to verify my cleared taxi route to 27R via alpha just when I should have been looking at my right wing-tip to avoid contact with the fuel truck.

Speed was low so physical impact was barely discernable, but the noise was obvious and I immediately shut everything down to get out and inspect the damage. There was a gash of approximately 5-6 inches in the plastic wing-tip fairing where contact with a ladder on the side of the truck was made, but no apparent damage to electrical components inside the fairing or to the wing itself (or the truck). The truck operators from Golden State Aviation helped me push the airplane back into its spot and I immediately called the owner, Sorbi's, and the SEE Ops officer, John McCullough.

The owner of the airplane, Michael Gretton, was extremely gracious in receiving the news, and I thank him for that. I have tremendous respect for the people who put their airplanes on the line every day and trust mostly unknown people to take care of their investments and some portion of their livelihood. John McCullough was also very supportive and helpful in going through the procedures necessary for reinstatement in the club, including a check flight with Bob Agresto.

The lessons (re-)learned in this encounter are:

1) To be extremely vigilant at all times, particularly when taxiing in confined areas with other aircraft, vehicles and structures in the vicinity. A slightly unfamiliar twist (non-standard taxi clearance and numerous fire-related aircraft on the ground) to a very familiar procedure caused an

inexcusable lapse in my attention to the immediate task at hand and the result was damage to the aircraft;

2) Look at potential for conflict and exercise alternatives—if the gap was potentially too narrow to safely pass through due to the presence of the fuel truck on the North side of the BP shack I should have gone around the South side en route to taxiway alpha; and

3) Don't assume that the painted taxi centerline markings, especially in the ramp area, ensure adequate clearance of aircraft and obstacles in the vicinity—there is no obligation that they do so, and there have been several instances of the other 172 at SEE being damaged by taxiing aircraft while parked on the ramp because of the location of the taxi markings.

Finally, any damage, however small, should be reported immediately to the aircraft owner to enable them to make repairs and get their investment back on the line as quickly as possible.

Fuel Truck Wing Strike During Taxi #2

Justin Hagen, Member



On Monday, 24 December 2007 at approximately 3:00 pm I was piloting Cessna N5241D and was given taxi clearance to taxi off 27L via taxiways alpha and delta to parking at the base of Gillespie Tower. I had the sun directly in my face at the moment that I turned off taxiway alpha, directly on the center of the taxi line, and continued to taxi by the Air BP fuel station, when the left wing impacted the top on the fuel truck. I immediately stopped the aircraft and examined it for damage and observed that the left wing tip was cracked. The fuel truck driver did not see me coming as he was looking down at his paperwork inside his truck.

After I examined the aircraft for damage, I immediately called the Gillespie Operations Officer John McCullough to inform him of the accident. I think the direct sunlight in my face as I turned off the taxiway and not judging the precise position of the fuel truck led to this accident.

The lessons learned from this accident are to use extreme caution when taxiing around other aircraft and near the fuel station and that it may be necessary to deviate from the yellow center line of the taxiway due to the close proximity of the fuel truck parking to the aircraft parking area.

President's Update

Scott Kurowski, President & Director



Happy Holidays! Thank you for a safe, excellent 2007 even with an all-time-high peak flight activity and record membership level! Our superb collective year-after-year safety record not only helps manage the cost of flying but is a core attribute of our club culture.

If you have not yet completed the Plus One Flyers annual membership survey, please take a few minutes to give us your feedback at www.plusoneflyers.org and optionally register to win up to \$100 in flight time or other prizes. Every member's opinion counts!

What Makes a Great Flying Club Great? (Part 2)

Plus One Flyers is more than 'just' a great flying club. It's not merely about access to a fleet of General Aviation aircraft you can book and fly by the hour – you can find that at many smaller flying clubs and FBOs in varying degrees. Instead it's my plan that flying here really is somehow better, makes us safer and more proficient pilots, and that we take advantage of the full range of services that club membership offers – another of which is our Safety Program.

The Plus One Flyers Safety Program

Our Safety Program, managed by the club's Safety Officer, Bob Agresto, is on the active front of our battle to manage risk. The Safety Program has three major parts – (i) the annual flight review requirement (yes, twice as often as required by the FAA) for all member pilots not in an active CFI flight training syllabus; (ii) the CFI club instruction authorization and CFI safety meetings requirement; (iii) administration of the club's Operational Rules. Each of these Safety Program elements, along with your flying regularly and staying current in the cockpit, divides risk and cost factors to effectively multiply your flight safety – and it works.

New Payment System and Self-Dispatch

Our new dues billing and aircraft self-dispatch software system is coming! We anticipate switching to the new Schedule Master dues billing system in March or April 2008.

In January we start limited dues billing testing, for which we seek at least a dozen volunteer members to help iron out any final wrinkles by being the first to use the new system. If you'd like to help, please email Tara Eby at members@plusoneflyers.org.

In July, the self-dispatch part of the project should be ready. Our design objective is a simple new web-based

flight self-checkout / self-check-in and payment system having a single Schedule Master account to manage, your choice of charge card options for dues and flights, an optional pre-paid balance, real-time aircraft status on the printable check-out page, email alerting and more, all from any Internet computer, as well as on the club PCs at the FBOs. The operational benefits to the club are a vastly simplified data accounting system expected to reduce errors and labor overhead.

Club Operational Rules – Know Them

Plus One Flyers members fly regularly and safely – big parts of what makes us safe pilots and courteous fellow club members. Another part is our adherence to the club's Operational Rules as a condition for club membership privileges. The club's Operational Rules were developed for the safety and protection of our members and airplane owners. They are simple, easy to follow – and mandatory. Virtually all of our members will never run afoul of these rules and we want to help you keep it that way!

One rule I want to underscore is that all flight instruction, of any kind, conducted in club airplanes *may be performed only by club member CFIs approved by the Safety Officer and who are active and current in the club's Safety Program*. If there are any doubts about a particular CFI's status, consult the Safety Officer's approved CFI roster posted in your FBO club office or common area, the club web site CFI list, or contact the Safety Officer at safety@plusoneflyers.org. Similarly, *only club members may act as Pilot in Command (PIC) of a club airplane*, except as specially authorized for maintenance, etc. Breaking this rule immediately terminates club membership and, at a minimum, puts you before a formal review panel.

During your next flight review, your CFI will review with you the club Operational Rules and related materials. These rules change from time to time and your flight review is our best opportunity to ensure you are aware of those changes. If you earned a WINGS certificate or other alternative qualification for a flight review, you will review the club Operational Rules with the Safety Officer. The Operational Rules are available on the club's website.

Club Organization Update

The Board of Directors on 11/08/2007 authorized formation of panel chaired by the Safety Officer vested with the duty and authority, in the majority of member incidents, accidents, or Operational Rules violations, to reinstate suspended members or review terminations.

Current organization documents are available to members at www.plusoneflyers.org.

How to "Speak FAA"

Gus Schwartz, Director



We no longer have Airport Traffic Areas, Control Zones, and Terminal Control Areas. Pilots don't use these terms anymore. It's been a very long time since I've heard someone say they have an ATR, or Airline Transport "Rating". Most new terminology is picked up quickly, but some new wording seems to take longer to catch on. Here are some examples of the latter:

- The FAA doesn't give a "written exam"; they give a "knowledge test".
- A pilot applicant doesn't take a "flight check" or a "check ride"; the applicant takes a "practical test".
- The "instrument competency check" has been replaced by an "instrument proficiency check". Note that "proficiency" implies a higher level of skill than "competency".
- Nowhere in the regulations is a reference to a "certified flight instructor". The correct terminology is "certificated flight instructor". Check the flight instructor business cards on the bulletin board at your local airport.
- The flight instructor doesn't provide "dual instruction", but now provides "flight training" or "ground training". The flight Instructor must also have the appropriate ratings to be an "authorized instructor".
- 1,000 feet down a precision instrument runway is no longer the "fixed distance marker", but is now the "aiming point marker".
- We call it a "mag compass". The FAA calls it a "magnetic direction indicator".

- To fly for hire at night you need one "electric" landing light. A burning torch does not meet the regulations.
- Nowhere in the regulations is there reference to a "biennial flight review" or "BFR". It is simply a "flight review". This one seems to be taking longer to get used to.

Here are a few other related observations:

- No one has a pilot's "license". All are pilot "certificates".
- A pilot does not receive a complex or high performance "rating", but rather receives an "endorsement".
- Many pilots call them "navigation lights", but the FAA calls them "position lights".
- No, we do not have a "flight simulator" available to Plus One members. The device at MYF is a PCATD, or "personal computer-based aviation training device", while at SEE we have use of a FTD, or "flight training device". Even Miramar College falsely advertises a "flight simulator", but they have only a FTD. Much confusion over this one.
- For instrument flight, a clock with a "sweep second hand" was required. Now the clock can have "digital presentation". Which brings up the question: "If all the clocks in the world were digital, which way would be clockwise?"

And lastly, only an applicant for an Airline Transport Pilot Certificate must "be of good moral character". No such requirement for all the other certificates or ratings.

That's my perspective, what's yours?
Gus Schwartz,
Member

News from Ramona

Julie Keane, RNM Operations Officer



Plus One Flyers wants to remind all members to come and enjoy the unique benefits of club flying at Ramona. The following are just a few reasons that make visiting Ramona worthwhile.

⇒ **Aircraft**

We currently have 4 aircraft including the Training Industry Favorite C-172 (another available next month). We have an IFR-Certified Grumman Tiger that has a Garmin 530 with Autopilot. Our Citabria is the club's only Tailwheel aircraft: *a great way to improve stick and rudder skills while increasing flying confidence*. Last but not least we have a 2005 SportStar (LSA). Plus One Flyers at Ramona was the first to offer a tricycle geared Sport Plane in the Western United States. The SportStar is fun to fly and is available for Sport Pilot training as well as daytime Private Pilot enjoyment.

⇒ **Time and Money Savings**

Ramona's Air Traffic index is a low "Level 5". That means there are seldom delays to taxi, depart or land. Also, RNM has more VFR flying days because it is inland and less affected by the "Coastal Eddie". Additionally, aircraft tie-downs are right next to the runway and practice areas are a couple of minutes away. For driving just a little more, your flying will be efficient, economical, and effective.

⇒ **CFI Opportunity**

CFI Members wanting to grow their student base can do so utilizing Plus One Flyers Ramona's unique aircraft selection and efficient training environment. Desks are available for debriefs and flight planning. Finally, an Aircraft Scheduling and Duats-capable computer is available.

Plus One Flyers Ramona strives to provide a unique training aircraft and environment for Students, Pilots, CFI's and Aircraft owners. Call Plus One Flyers Operations Officer Julie Keane at 760-78-We-FLY (760-789-3359) for more information.

Directions: From Highway 67 turn west on Montecito go down 2 miles and turn in the Pacific Executive Aviation Building 2450. Gate code is #1393.

FAA, Lockheed Need To Hear About Flight Service Glitches

From AOPA ePilot, January 11, 2008

They're listening, but pilots aren't reporting. The FAA and Lockheed Martin created the toll-free hotline (888-FLT-SRVC) to discover glitches pilots are experiencing with flight service and then use the information to fix them. The problem is that pilots are not reporting their complaints or compliments through the hotline. "This past summer, calls were topping 130 to 150 a week. Now the number of complaints ranges from 10 to 30 a week, on average," said Melissa Rudinger, AOPA vice president of regulatory affairs. "As Phil Boyer heard at this week's Pilot Town Meeting in Florida and from calls coming directly to AOPA instead of the hotline, we know more than 30 pilots a week are experiencing problems with flight service. We demanded this toll-free number as a way to help fix the flight service station (FSS) system, but it won't be effective unless pilots start reporting what's working and what's not. The FAA and Lockheed can't fix glitches they don't know exist."

Read more at AOPA Online.

FAA Improves NOTAM System, Local NOTAMS Now Online

From AOPA ePilot, December 28, 2007

Pilots will soon be able to get all NOTAMS for a given flight from electronic sources, thanks to a change in the status of "local" NOTAMS. Beginning Jan. 28, 2008, all new local, or L, NOTAMS will be reclassified as D NOTAMS and added to the national NOTAM system. In addition, each new D NOTAM will be preceded by a keyword that indicates the area affected, such as navigation lighting, runway, ramp, or airspace. That means for the first time pilots will be able to get all relevant NOTAMS, including those that affect only their destination airport, without calling flight service.

Read more at AOPA Online.

Safety Corner

Bob Agresto, Safety Officer



Happy New Year to all Plus One Flyers Members from the safety corner of Bob Agresto, Safety Officer, Plus One Flyers. As we move into 2008 I hope we all have thought about what new challenges we want to move onto regarding flying skills. My goal is to master GPS Approaches and keep myself current on all aspects of flying from VFR to IFR and twin engine. This is what I find to be the challenge of flying and keeps me motivated to always keep learning and staying as safe as I can. As we find ourselves in the winter months, it is a good time to think about instrument skills: we are faced with shorter daylight hours along with more IFR weather to challenge us. For those of us who are IFR rated, we need to keep current and make sure we meet more than the minimums required before launching off into IFR conditions. If you are not IFR rated, it might be a smart move to consider talking with your favorite CFI to see about going after this challenge.

This past year has seen a relatively accident-free year for our club. Again I want to congratulate all of our members and member CFI's who have contributed to making this one of the safest years for Plus One. The only spot where I see the Club can use some caution is in the taxiing and parking of our airplanes. Since I instruct six days a week, I do get a good chance to observe what is going on at the airport and sometimes I will encounter members who either taxi too fast or are not following safe operating procedures while parking the airplane. Overall our members seem to be very considerate and observe good safe taxi speeds while around other airplanes.

In November, one of our members landed the C210 mid field on 28L and decided that he could make it only to find that he could not stop the airplane resulting in it going off the end of the runway. The only damage sustained was blown out main tires, very fortunate for him. The lesson to be learned here is that if we have not landed in the first third of the runway we might want to consider a go around and if you are half way down the runway a go around would be the safest thing to do. While on final it is a good time to assess the situation. Do you know the wind direction and speed, are you ready for any cross winds and have you mentally calculated how much runway you will need and when would be a prudent time to initiate the go around? All these factors should be taken into account along with a

GUMPS check to make sure the plane is configured for a safe landing. It is too easy to get complacent on that final leg and you do not want to let your guard down at this critical phase of flight. I know the member who had the long landing will agree totally that he should have been ready for a go-around and he would not have gone off the runway.

Here are some Safety Tips you should consider when you taxi your airplane.

- 1) Taxi speed not more than 1000 RPM, should be at walking speed
- 2) Have your hand ready on the throttle to stop should you be too close to other airplanes.
- 3) When you taxi close to airplanes, observe if their prop is vertical and avoid
- 4) Use courtesy when turning around other aircraft to avoid prop blast to others
- 5) Never turn into a parking space; rather shut down and push steering with the tow bar
- 6) Avoid starting up when your tail faces other pedestrians or automobiles. This applies to those planes parked with the tails facing autos parked at Gibbs
- 7) Avoid performing your run up over loose gravel to avoid damage to prop
- 8) Place the tow bar on the lower portion of the baggage compartment, not on the higher portion
- 9) Complete the flight with a thorough post flight to include calling for fuel and making sure all squawks are called in and not left in the plane
- 10) Please check that you have not accidentally removed the checklist and, if you have, please return it. They cost the club money to replace.

Thanks again to all our members who are contributing to keeping our club safe. Continue making this a safe winter season and give serious thought to obtaining that Instrument Rating if you do not have it already. If you do have that rating, keep it current before launching into IFR. Our club has a number of excellent flight instructors who would be eager to help you learn the skills of instrument flying or refresh those skills.

Our next CFI Safety Meetings are Thursday, January 17, and Saturday, January 19. The agenda is posted on the board in the Plus One office at Gibbs. Also check the Plus One web site for other CFI Safety Meeting dates held bi-monthly and stay current.

Until next time -- fly safe and enjoy the freedom that flying provides us.

Respectfully submitted,
Bob Agresto
Safety Officer, Plus One Flyers



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