



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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**OCTOBER 2007**

**HAPPY HALLOWEEN!**

**EDITOR CANDY ROBINSON**

EDITORIAL



### WHAT'S UP? More Like, What Now!

As the Class C debacle continues to lumber its way through a pre-rulemaking process, several other irons got thrown into the fire. Since last newsletter, we got our pro-General Aviation acting airport manager ripped out of office, replaced by the previous head of the city's public works department. Additionally, the structure of airport oversight was changed to report directly to the city manager. Both executive decisions were made by a new city manager his first day on the job.

Also in the past couple weeks, the planning commission nixed a new parking structure, needed to support the 89,995-sq.ft. terminal building approved by city council last April. Picture this: dozens of Wally World parking lots popping up around the airport side streets, like gigantic mushrooms out of Alice in Wonderland.

But the worst new current event was announced at the annual national FAA-comes-to-LGB runway safety action team meeting (RSAT), where the FAA sounded as if the decision had already been made to "temporarily close Rws 16L/R for evaluation of their role in causing runway incursions."

Classified as a geometry issue at LGB, closure of our north/south runways would (allegedly) increase safety and create better utilization of the remaining pavement. Besides, the report continued, we don't use the north/souths a great deal of the time. Sputtering, I interrupted that the 16s have been used as taxiways for the air carriers during construction the past several years. They've not been used because most of the time they're CLOSED.

Other selling features for the closure were mentioned: reducing complexity will streamline and simplify, create a more modern airport design. Besides, runway rehabilitation is due soon (partially a result of using the runways as taxiways for the air carriers). In 1996, due to El Nino weather patterns, the 16 rwys were used 25% of the time; the past several years only 2-4%. Hoping El Nino conditions don't ever happen again doesn't seem like sound management. The Spin: more land for general aviation development. Reality: airport frontage along Spring St. is approximately 200 feet and less than 100 feet deep - not a significant amount of land. More reality: Douglas Park had 4 airspacing requests denied by the FAA due to height restrictions from runway airspace requirements. Both north and south of the airport would invite multiple story buildings, a major encroachment issue.

We have begun a petition drive to substantiate our response to the RSAT recommendations, which should be available in draft form in the next 2-3 weeks. Please drop by and give us a signature!

### SAFETY TIP OF THE MONTH by Phil Barton

There is an instrument in the cockpit that I think some pilots take for granted. They rarely look at this important gauge just before take-off or while in flight. I hate to admit it, but I think I was one of these pilots until I read a recent article on the subject. This instrument can forewarn the pilot of impending electrical failure. The gauge I am talking about is the ammeter (load meter in some airplanes).

The electrical system in an airplane is fairly complex, and might include the battery, alternator, starter, fuel pump, flaps, fuses, circuit breakers and radios to name a few. Today the ammeter on modern airplanes shows how much current, or amperage, the alternator is supplying to the electrical system. If, for example, a total of 8 lights, radios, and instruments are turned on and working and each draws one amp, the load on the alternator should be 8 amps. The load on the alternator increases as electrical equipment is turned on and decreases as they are turned off. For instance, the ammeter will jump up when you turn on the landing light, or any other electrical device that draws a lot of current. Conversely, the ammeter will jump down when these components are turned off.

It is very important that we pilots check the ammeter right after we have engine start and have all our instruments up and running. Also, while in flight, you should occasionally check this meter for proper electrical current flow. For instance, if you notice an abnormally high reading on the ammeter, you should suspect a problem that needs immediate attention. Something is causing the alternator to put out excessive current, which can damage the electrical system and battery.

Also, if you notice at anytime that the ammeter is indicating a discharge, or is reading zero, you can assume something is definitely wrong with the alternator system. If this happens, the battery is supplying the electrical power to the system, and it is just a matter of time before electrical failure occurs. At this point you need to shut down all non-essential electrical equipment, and if flying, land at the nearest airport. Adios, and fly safely.

### CLASSROOM CORNER . . . . . HANK SMITH

"There is nothing like a dream to create the future." .....Victor Hugo, Author  
4 Star Report...

★ "Continuous" Private Pilot Ground School continues. Congratulations to recent graduates who include; Paul Lu, Wilson Velez, and his three daughters, Bernarda, Camila, and Wilma. New students are signing up weekly. You can see the class schedule on the Classroom Info Board (in the hall).

★ Inaugural IFR Ground School set to begin....on Monday October 15th. Students will graduate "IFR Knowledgeable" on Wednesday, December 5th. Full course \$365. Rated pilots are invited to "visit" subjects of interest @ \$25/night. Check out the tentative schedule below and sign up today.

★ Congratulations also to Sina Koehler and Sakshi Nadimpalli...Who recently passed their Private Pilot check-rides with "flying colors". Are you close to a check-ride? Give me a call. I offer a pre check-ride evaluation. It couldn't hurt.

★ Let's Talk... Instructors are enthusiastic about this new feature at our CFI Meetings. Don't miss our next discussion at the November meeting. The subject is the mysterious (and often confusing) phenomenon called "Coriolis Force".

For the latest in classroom happenings-check out the Info Board-or better yet, ask me, I'll tell ya  
.....Hank



**HANK SMITH'S  
CLASSROOM  
CORNER**

DATE	SUBJECT
10/15	Instruments & Systems I
10/17	Instruments & Systems II
10/22	Airports
10/24	Weather Theory
10/29	Weather Services
10/31	Nav. Systems I
11/05	Nav. Systems II

DATE	SUBJECT
11/07	IFR Charts I
11/12	IFR Charts II
11/19	IFR Charts III
11/21	IFR Flight Planning & Procedures
11/26	Holds
12/03	IFR Emergencies
12/05	Attitude Flying & "Testology"

### THOUGHT FOR THE DAY

"Things may come to those who wait,  
but only the things left by those who  
hustle." .....Abraham Lincoln

**Hank (562) 424-2288**

**ACCOMPLISHMENTS**

YUNTAEL NA	SOLO	WARRIOR	CFI JAESEONG OH
GANESH CHOUDARY	INST	C-152	CFI DANIEL GREEN
KIMBERLY KELLY	PVT	C-152	CFI RICHARD GARNETT
RAHUL BANSODE	PVT	C-152	CFI DANIEL SANTOS
SAKSHI RAJV	PVT	C-152	CFI DANIEL SANTOS
RON HECTOR	PVT	WARRIOR	CFI JACK BASHFORD
RAND STERRETT	PVT	WARRIOR	CFI JACK BASHFORD
KYUNGHWAN YOO	COMM MULTI	SEMINOLE	CFI JAESEONG OH
YOOCHANG JOO	COMM MULTI	SEMINOLE	CFI JAESEONG OH

CONGRATS to RICHARD GARNETT, top Club CFI for September, logging the most hours of dual given in club aircraft! Runner-ups were CODY PIERCE & DANIEL SANTOS!



**NEW & REJOINED CLUB PILOTS!**



**WELCOME!**

- MAYUKO ASAKURA
- ARIEH ASHER
- LOIS CALLEBERT
- HOON CHO
- TYLER DOKKEN
- ALAM FURRUKH
- JEFFREY GRILL
- MONTY GROUTAGE
- JOHANNES HORN
- YEUNK HUH
- VO HUNG
- KURT KORNUCHUCK
- JOSHUA KORNOFF
- BENJAMIN LAACK
- SEUNGHAE LEE
- MAVIC LO
- FRANK MIERAU
- JOHN MISQUITTA
- MATHEW NETHERS
- ADAM NORBERG
- BRIAN O'CONNOR
- MARTIN RODRIGUEZ

TOP GUN AWARD goes to ANAK LAL for logging the most flight hours in club aircraft in September! Runners-up were SINA KOEHLER and MATHEW NETHERS! Congratulations to several club alumni! Congrats to Hank Surface on his job with Trans Exec Air Service as Captain in their Citation V! And to Matthew Silver on his job with SkyWest in the CRJ as First Officer!

**A** Acknowledge all clearances to take-off, land, cross or hold short with your call sign and the runway designator.

**B** Both pilots should monitor for clearance to taxi, take-off, and land with the airport diagram displayed.

**C** Clear up any uncertainties about your clearance or your position on the airport surface.

**THE ABCs OF SURFACE COMMUNICATIONS**

from <http://www.faa.gov/RUNWAYSAFETY/handbook.cfm>

Controllers often issue clearances to "position and hold" on the runway. Holding in position for a few seconds before being cleared for take-off can help traffic move expeditiously. Logically, however, you are a "sitting duck" in this position. Controllers can get distracted and forget about an aircraft that is holding at the end of the runway and clear another aircraft to land on the same runway. If the controller tells you to "position and hold, expect delay," ask for the expected holding time. Do whatever you can to increase your awareness of the traffic situation. If possible, use your cockpit traffic display to look for aircraft on approach. Above all, LISTEN UP and if you think the controller forgot about you - or if you've been holding for more than a minute - ASK.

Pilots need to be particularly attentive when there is an aircraft with a similar call sign on the frequency. Having an aircraft with a similar call sign on the same frequency is the number one factor contributing to aircraft accepting another aircraft's clearance.

In a study of pilot reports of surface incidents to ASRS, one-third of them involved communication errors between pilots and controllers. Sixteen percent of these communication errors involved pilots accepting another aircraft's clearance; in each of these instances, the two aircraft had similar call signs.

When issued a clearance that contains the word "Follow" - Don't be a victim of the "lemming\*" syndrome."4 If told to "follow" another aircraft, make sure you and the controller have a common understanding of the taxi clearance limit. If necessary ask what the limit is. Remember, any instruction to "follow" another aircraft does NOT imply a clearance to cross - or take - an active runway.

Communications -

- ★ Use standard ATC phraseology. (Note: "on the hold" and "on position" are not standard phraseology.)
- ★ Readback all clearances to takeoff, land, cross, and hold short of the active runway with your call sign and the runway designator.
- ★ When instructed to "take the next exit" after landing, or to "land and hold short of...", you should immediately respond "unable" if there is any doubt that you will be able to make it.
- ★ When acknowledging taxi instructions after landing, do so while at taxi speed. Rollout first, then pick up the mike.
- ★ If you need to go off the ATC frequency, notify your crewmember and have the other pilot brief you on what you missed (if solo, notify ATC) and NEVER go off ATC frequency until you're clear of all runways.

**?QUIZ?** QUESTION: A specific ATC clearance is required for VFR aircraft to enter Class C airspace. (A) True. (B) False.

ANSWER: Your answer (B) is Correct. A specific ATC clearance is not required for VFR aircraft to enter Class C airspace. However, two-way radio communications with ATC (e.g., approach control) are required to be established prior to entering Class C airspace.

After two-way radio communications have been established, ATC instructions must be followed. If ATC does not want an aircraft to enter Class C airspace, the pilot will be told to "remain clear." Lack of instructions from ATC to remain clear of Class C airspace is, in effect, authorization for entry. It is easy to assume separation is being provided from all other aircraft when communicating with ATC; however, this is not the case in Class C airspace. In Class C airspace, IFR aircraft are separated from other IFR aircraft and known VFR aircraft, but VFR aircraft are not separated from other VFR aircraft. This is why the Class C VFR cloud clearance requirements are 500 ft. below, 1,000 ft. above, and 2,000 ft. horizontally, instead of "clear of clouds," as in Class B airspace.

**NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH and PHIL BARTON for the help with this newsletter!

**REMINDER:** The club is now a DSL "Hot Spot" for internet users. Call for details! Surf's up!

**NOTAM:** FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out [www.pilotfinance.com](http://www.pilotfinance.com) or pick up a Pilot Financing application at the club. Interest rates are currently 13.95%.

**HAPPY OCTOBER BIRTHDAYS**



- PHIL BARTON
- ANDREW BERNARDO
- ANDREW BRESCINI
- CRAYA CARON
- JAMES CHEN
- ERIC DALTON
- DUSTIN DUTCHER
- ABEL GONZALEZ
- PAUL HARFORD
- YOOCHANG JOO
- NICK LEE
- PAUL LU
- JOSEPH MABERTO
- BRENDAN OGRADY
- DONALD PARDEW
- DAVID PERRY
- CHRIS PINGEL
- JASON SCRIMPSHER
- DAVID STARCKS
- DANIEL WEISS

- October 6th:** Monthly Event @ Chino Airport -- Naval Air Power ~ Featuring the F4U Corsair. Weather permitting, flight demonstrations. Seminar 10am to 2pm. Contact Air Museum - 909.597.3722 or [www.planesoffame.org](http://www.planesoffame.org).
- October 13th-14th:** USN Blue Angels & USA Golden Knights MCAS Miramar.
- October 24th:** 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 October!
- November 3:** Monthly Event @ Chino -- Toward the Unknown ~ Test Flying. Weather permitting, flight demonstrations. Seminar 10am to 2pm. Contact Air Museum - 909.597.3722 or [www.planesoffame.org](http://www.planesoffame.org).
- November 28th:** Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.

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