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OCTOBER 2010 **HAPPY HALLOWEEN!!!** **EDITOR CANDY ROBINSON**



WHAT'S UP? OIL LEVELS

The most important piece of equipment in an aircraft cockpit is the oil pressure gauge. The health of an aircraft engine with a traditional panel, whether on the ground or in flight, depends on understanding the readings and trends of the oil pressure gauge. When starting the engine, observe the oil pressure gauge. If adequate pressure is not indicated within 30 seconds (or less if above standard conditions), shut the engine down and determine the cause. Operate the engine at 1000; the oil pressure should not be less than the minimum pressure specified in the applicable operator's manual.

The primary purpose of a lubricant is to reduce friction between moving parts. Another responsibility of the oil is to help cool the engine. As it circulates through the engine, the oil absorbs heat. Pistons and cylinder walls are especially dependent on the oil for cooling. In addition to reducing friction, the oil acts as a cushion between metal parts. The oil also aids in forming a seal between the piston and the cylinder wall to prevent leakage of gases from the combustion chamber. Oils likewise help reduce wear by picking up foreign particles and carrying them to a filter where they are removed.

Care should be taken when checking aircraft oil. Don't ever place an oil dipstick on the ground as contaminants will adhere to the wet oil and will enter the engine upon replacement of the dipstick. If adding oil requires removal of the dipstick, place the dipstick on a clean surface or have a crewmember hold it. When replacing the dipstick into the engine, do not overtighten; as engine compression and expansion occurs the dipstick can be rendered unmovable. If encountering a club aircraft with an unmovable dipstick, do not take the aircraft until maintenance has repaired the problem. Stuck dipsticks are not a reason to fly and aircraft without checking oil levels.

The club performs 50-hour oil changes on all aircraft; clean oil is essential to good engine life. The mechanics normally do not check oil levels between oil changes for two reasons: (1) The cost of checking 18 aircraft daily would be passed on to the renter pilot and (2) complacency might lead to a low oil situation, especially during cross-country flights. Make sure to check the oil at each and every stop on cross-country flights.

The Pilot's Operating Handbook for the Piper PA-44-180 Seminole states as follows concerning oil requirements: "The oil capacity of the Lycoming engines is 6 quarts per engine with a minimum safe quantity of 2 quarts per engine. It is necessary that oil be maintained at full (6 quarts) for maximum-endurance flights." The phrase — "a minimum safe quantity of 2 quarts per engine" — should be explained. If the operator checked oil after a flight and found less than 2 quarts in the engine, it is quite probable that engine damage has resulted. No flight should be started with only 2 quarts of oil in the sump.

A good rule of thumb is to add oil when the dipstick shows one quart below the maximum marking on the dipstick. Do not add less than one quart of oil as the unused oil must be discarded because of potential contamination. With constant speed propeller aircraft, propeller operation can be impaired without the proper amount of oil. On climb out, especially on hot days, lower the climb angle periodically to allow for engine cooling. Invariably during hot weather, the aircraft get squawked for high oil temperatures (which will lower the pressure). Make sure to trouble

(Cont. page 2)

CLASSROOM CORNER HANK SMITH

"When plans are laid in advance, it is surprising how often the circumstances fit in with them."... -- *Sir William Osler, Physician*

"In Flying – There is no such thing as a *Fun Surprise*"... *Hank Smith*

The Federal Aviation Regulations (FAR's) require that before any flight, a Pilot In Command (That's You), must be aware of ALL information regarding that flight. One of the best sources of needed information is the Flight Service Station (FSS). Old timers remember the FAA operated FSS system that capped out at 58 stations employing over 2300 people across the United States. Today's FSS system consists of 6 (super) stations operated by an outside contractor, Lockheed-Martin, employing only 600 to 900 "specialists". FSS provides: Official Weather Briefings; Airway Information; Notices to Airmen (NOTAM's); and Any Known Delays; to General Aviation pilots. How do they do it? In a word – Technology. Let's take a look at what is currently available and how we can benefit.

There are three ways to get pertinent information from the FAA/FSS: The Internet; Telephone; and Radio:

- ➔ May I suggest you write this down? www.duats.com This FAA supported site provides up to the minute weather information and it legally counts as a weather briefing. You can file your flight plan on DUATS. This is an excellent source of printed information.
- ➔ How about Telephone? FSS provides one number – nationwide – for entrance into their super system. (Pencils up) 1-800-WX BRIEF You can access pre-recorded information or talk to a live briefer. The pre-recorded services consist of:
 - **PATWAS...** (Pilots Automatic Telephone Answering Service). Follow the prompts to obtain a "local" telephone number for recorded weather information in your particular area. (pencil?)
 - **TIBS...** (Telephone Information Briefing Service) Also available through prompts. This is prerecorded weather information related to "standard routes," such as L.A. to San Francisco or L.A. to Las Vegas etc.

A LIVE BRIEFER will be prepared to give you one of three types of briefing that you are expected to request. 1) Outlook Briefing: Used when planning a future flight. (Ex. A flight to Vegas-tomorrow morning). 2) Abbreviated Briefing: Used as a follow-up on an Outlook briefing to confirm or update pertinent information. 3) Standard Briefing: Used to obtain ALL pertinent information for an impending flight... A Standard Briefing will include all of these elements. (In this order). 1-Adverse Conditions 2-Weather synopsis 3-Current weather at departure and destination. 4-Enroute *Forecast* 5- Destination *Forecast* 6-Winds Aloft 7-NOTAMS 8-Expected ATC delays. **The Standard Briefing gets you everything.** For the Outlook and Abbreviated briefings, you are expected to request your desired elements.

➔ When you leave the ground, FSS is available to assist by RADIO. Here are some of the radio services available:

- **TWEB** – Transcribed weather information through VOR frequencies.
- **HIWAS** – Hazardous inflight weather advisories also received on VOR frequencies.
- **EFAS** Enroute flight advisory service, (Flight Watch) Obtained by live radio contact on one frequency (122.0), throughout the country. And, **Direct** radio contact to FSS through direct and remote transceivers throughout the country.

Two new services are in the works. Pilots can soon request a "Regional Briefer" who knows your particular area. Additionally, you will soon be able to enter your "Pilot Profile" into their system, in a sense, becoming a "preferred customer"- and, finally, all these services will soon be available on "portable devices". Oh well.... There goes the plain ole telephone...

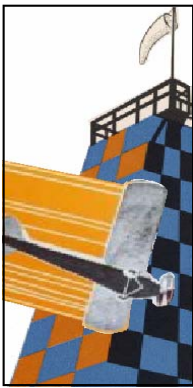


**HANK
SMITH'S
CLASSROOM
CORNER**

By the way-have you noticed?... "**Half this game is ninety percent mental.**"-- *Yogi Berra*

See you in the classroom **Hank (562) 424-2288**

ACCOMPLISHMENTS



SUE HYUN LEE	First Solo	C-152	CFI RICHARD GARNETT
GIAN CATAUDELLA	First Solo	C-172	CFI SEAN GREGORY
RICHARD FLORES	First Solo	C-172	CFI RAND STERRETT
JOSH DRAKE	First Solo	C-172	CFI RAND STERRETT
BRIAN DENOUDEN	Private	C-152	CFI RYAN DAVIS
MAHER ALZABEN	Private	C-152	CFI DANNY GREEN
RICK DAVILA	Private	C-152	CFI DANIEL SANTOS
ANDREW GROVER	Private	C-172	CFI RAND STERRETT
AKSHUT SURI	Commercial	C-172RG	CFI RYAN DAVIS

CONGRATS to RYAN DAVIS, top CLUB CFI for September, logging the most hours of dual given in club aircraft! Runners-up were RAND STERRETT and RICHARD GARNETT!

TOP GUN AWARD goes to CLEMENT DURECU for logging the most flight hours in club aircraft in September. Runners-up were JOO YOUNG PARK and SZYMON KWASNY!!!

CONGRATULATIONS to TONY PERSUITTI on securing a job at Compass Airlines. Compass Airlines began commercial airline service in May 2007, operating 36 new, Embraer 175 configured with 12 first class seats and 64 main cabin seats. Compass joined the Delta Connection family and serves Delta's hubs at Minneapolis/ St Paul, Detroit, Atlanta and Memphis with approximately 160 flights daily and 1,000 employees system-wide.

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

From page 1 shoot the aircraft before automatically turning in a squawk – lest your squawk appear in a future newsletter. If maintenance is incurred due to lack of understanding of the aircraft systems, a work order will be generated and the pilot charged for the maintenance time and materials.

A great reference for oil information can be found: <http://www.lycoming.textron.com/support/tips-advice/key-reprints>. Don't forget — when in doubt, consult the Pilot's Operating Handbook.

On the Lighter Side: this week on FAA.GOV – “preliminary accident and incident data that has been received by the Office of Accident Investigation during the last 10 business days. All information is preliminary and subject to change.” Remember these are reports written by FAA inspectors...

Date	Time	Location	Regis#	M/M	A/I	Dmg	Fatal	Description
10/06/2010	0119	Colorado Springs, Co	59984	PA31	I	None	0	Aircraft Rejected Takeoff And Ran Off The End Of The Runway, Colorado Springs, Co
<i>Now that's an aircraft with a mind of it's own ...</i>								
09/22/2010	1600	Longmont, Co	2459K	C172	A	Subs	0	Aircraft On Landing, Struck The Props, Longmont, Co
<i>Must be one of them new-fangled twin-engine C172 ...</i>								
09/26/2010	1715	Warner Springs, Ca	358DS	STEM	I	Minr	0	Aircraft Landed And Struck The Prop, Warner Springs, Ca
<i>At first glance, the misspelling of aircraft is the funny part ... a good name for an airline that indentures the passengers to pitch in and help. Or the air conditioning is turned up too high ... Or a newly coined word for an airplane caught in a downdraft. But then we looked up a STEM to determine what sort of aircraft the report was referencing and discovered that a STEM is a glider. Now, as pilots addicted to spinning propellers when we slip the surly bonds of earth, we might not be well-informed about glider flying, but, as most gliders probably don't have engines, etc, perhaps this PIC forgot he had a propeller?</i>								

CALENDAR

Oct 16	Tour of the SOCAL TRACON facility. Reserve your aircraft today! Sign up at the club or call Richard Garnett – 714.328.4386.
Oct 23	First class of PRIVATE PILOT GROUND SCHOOL. Contact Hank Smith (562) 424-2288.
Oct 26	First night of IFR GROUND SCHOOL (note new start date). Contact Hank Smith (562) 424-2288.
Oct 27	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!
Nov 11-13	Get ready for takeoff! AOPA SUMMIT 2010 at LGB! Aviation-themed action for all ages and levels of aviation enthusiasm. No matter if you're a student pilot, have had your pilot certificate for decades, or still have your feet firmly planted on the ground but have always kept an eye high in the sky, there is plenty to see and do – you can't afford to miss it! AirportFest, educational forums, a 500-booth exhibit hall, evening events... 800-872-2672 www.aopa.org
Nov 17	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for inspiration and education!

NEW & REJOINED CLUB PILOTS! WELCOME!



FRED FIKSE

XAVIER JEFFERSON

BRUCE KERR

ROBERT LEWIS

JOURDAN RICHMAN

MICHAEL RUSHFORTH

MATTHIAS SCHWAGER

NATHAN YOKUM



HAPPY OCTOBER BIRTHDAYS

IAN AKSELSEN

BRYAN AY

PHILLIPS E. BARTON

MICHAEL BOOZIER

MARK CHOUINARD

ERIC DALTON

RICK DAVILA

MARK DUNN

DARIUS FATAKIA

AMY FULLER

HARVEY GABER

ERIC GEIER

ROGER GRETLER

PAUL HARFORD

JOSEPH HUNTER

BRUCE KERR

JUNG SOO KIM

SHAWN KRUMWIED

STEVEN MICHAEL LEE

DONALD PARDEW

JOO YOUNG PARK

DAVID C. PERRY

CHAK REDDY

MICHAEL ROWAN

ERNESTO TORRES LEON



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We stock a host of aviation books, shirts, charts, and other pilot supplies, along with aviation-themed Christmas tree ornaments, mugs, clocks, . you name it!

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 out-going 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!

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