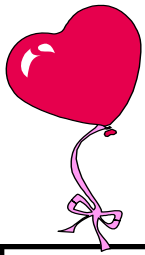




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FEBRUARY 2011

HAPPY VALENTINES DAY!

EDITOR C. ROBINSON



WHAT'S UP? HEATER UPDATE

The shop recently received a request via our squawk system for the C172RG: "Please, please, please fix the heater. This time of year its very cold at the lower altitudes." There's a really good reason that the heater is disabled in N80138 — it's due to an Airworthiness Directive (A.D.):

83-14-04 CESSNA: Amendment 39-4684. Applies to all Model 172RG airplanes certificated in any category. Compliance: Required as indicated, unless already accomplished. To reduce the possibility of carbon monoxide contamination entering the cabin area, accomplish the following:

a) Within the next 25 hours time-in-service after the effective date of this AD.

1) Modify the cabin heater shroud in accordance with Cessna Service Letter SE83-13 dated May 27, 1983. Additionally, prior to reinstallation of the cabin heater shroud, visually inspect the flanges on the outer diameter of the ends of the muffler for cracks and repair or replace any cracked components.

2) Within 50 hours time-in-service after the modification required by paragraph a)1) of this AD and each 50 hours time-in-service thereafter, visually inspect the shroud for security and proper location and the flanges on the outer diameter of the ends of the muffler for cracks and prior to further flight, repair or replace any cracked components. Removal of the shroud for this inspection is not required.

3) Reinspect any repaired component within 25 hours time-in-service after the repair and, if defective, repair or replace. If no defects are found, continue inspection of this component in accordance with paragraph a)2) of this AD.

b) As an alternative to complying with paragraph a) of this AD, deactivate the cabin heat system by removing the cabin heat control cable from the control arm on the cabin heat valve located on the firewall at the right upper side of the engine compartment. Ensure that the valve spring mechanism is functioning and that the cabin heat valve is spring loaded to the closed position or safety wire the valve to the closed position.

Compliance with the Airworthiness Directive was last accomplished May 15, 1993 per paragraph (b) of AD83-14-04 by deactivating the system. The inoperative placarded was then installed in accordance with FAR 91.213(d).

While modification of the heater shroud in accordance with the Cessna Service letter is fairly easy to accomplish, paragraph a)2) requires that the system be checked every 50 hours time-in-service. If the inspection required was every 100 hours, it would be possible to comply with the A.D. at every 100 hour inspection.

Another problem that exists with recurring inspections, some require compliance each 100 hours time-in-service, not with each 100 hour inspection. Each 100 hours time in service causes the aircraft to become airworthy after 100.0 on the tach, while with each 100 hour inspection (by FAR 91.409, 100 hour inspections have an overflight option of 10 hours, "the 100-hour limitation may be exceeded by not more than 10 hours while en route to reach a place where the inspection can be done. The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service.") The bottom line is that with the requirement to inspect every 50 hours time-in-service, the aircraft would be grounded each 50 hours on the tach until an inspection could be carried out and the logbooks signed off. In non-commercial use, the requirement is probably not unwieldy; however in our environment, we risk grounding the aircraft in the middle of the weekend, or restricting longer flights it is estimated that the 50 hours might be overflown during a cross-country.

So, in lieu of having an airworthiness problem with the C-172RG, please remember to pack sweaters and blankets during the winter months for flights in N80138.

STADIUM TFR REMINDER

Depressingly, FDC NOTAM 9/5145 is still alive and well, restricting Disneyland airspace within 3 nm up to and including 3000 feet AGL (we're still looking for a supplier for an AGL meter to install in single engine aircraft). The language for the Disneyland National Defense Airspace belies Disney's slogan, "the Happiest Place on Earth."

Also continuing to muddy VFR flight planning, is FDC NOTAM 9/5151, called the Stadium NOTAM. It states, in part, "Commencing one hour before the scheduled time of the event until one hour after the end of the event, all aircraft and parachute operations are prohibited within a 3 nmr up to and including 3000 ft agl of any stadium having a seating capacity of 30,000 or more people where either a regular or post season Major League Baseball, National Football League, or NCAA Division One football game is occurring. This NOTAM also applies to NASCAR Sprint Cup, Indy Car, and Champ series races excluding qualifying and pre-race events." The NOTAM is unclear if the seating capacity of a car racing venue is also 30,000 or more. Therefore, it may be prudent to stay 3000 AGL above all stadiums in lieu of better knowledge.

On the Los Angeles Terminal Area chart, there are several locations where the Stadium NOTAM (and the associated National Defense Airspace) may apply:

(Cont. page 2)



Q u i z



Preparing for a night VFR flight, you see the METARs below for your destination airport. Which of the following issues should concern you the most?

062352Z AUTO 01003KT 10SM CLR 16/12 A2979 RMK A02

070053Z AUTO 00000KT 10SM CLR 14/12 A2972 RMK A02

(A) Empty field myopia/visual illusions (B) Falling barometer (C) Radiation fog (D) No concerns (Turn the page for the correct answer)



ACCOMPLISHMENTS			
HAROON HAFEEZ	First Solo	C-152	CFI RAND STERRETT
DAVID OFFITZER	Private	C-172	CFI RICHARD GARNETT
NAMGON LEE	Instrument	C-172	CFI DAVID KIM
MARCO ENRIQUEZ	Commercial Single	C-172RG	CFI RICHARD GARNETT
CLEMENT DURECU	Commercial Single	C-172RG	CFI RYAN DAVIS
HEE SUE KIM	IFR Multi	SEMINOLE	CFI RICHARD GARNETT
DAVID KIM	Gold Seal Instructor		

CONGRATS to RICHARD GARNETT, top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were DAVID KIM and RYAN DAVIS!
 TOP GUN AWARD goes to SUE HYUN LEE for logging the most flight hours in club aircraft in January! Runners-up were KYUNGWOON MIN and ABHISHEK MUDGAL!!!

Stadium TFRs continued from page 1

Team	Stadium	Location
University of California Los Angeles,	Rose Bowl	34N09'41"/118W10'03"
University of Southern California	LA Coliseum	34N00'47"/118W17'25"
Anaheim Angels	Angel Stadium	33N48'00"/117W53'24"
Los Angeles Dodgers	Dodger Stadium	34N04'12"/118W15'00"
Speedway	Location	
California Speedway	34N05'10"/117W29'55"	

A briefing by FSS does not include the status of the stadiums. However, the NOTAM goes on to state, "the restrictions do not apply to those aircraft authorized by and in contact with ATC for operational or safety of flight purposes...", so maintaining communications with ATC during flights near those venues is the best bet.

Pilots wanting to have the most up-to-date information for venues covered under the Stadium NOTAM can consult the websites listed on our homepage: www.Lbflying.com.

Answer to Page 1 quiz question:

If you answered C you are correct! On calm, clear evenings, radiation fog sometimes forms as the ground cools and the surrounding air reaches its dewpoint. On such nights, pilots are sometimes tempted by weather reports showing calm winds and excellent visibility under clear skies. Failing to notice the small (and shrinking) temperature-dewpoint spread, they then find themselves in dangerous situations as fog develops and surface visibility drops quickly to zero.

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

CALENDAR

February 23:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, discuss regulations, training procedures, and other aspects of flying. Join us for inspiration and education!
February 26:	Donuts and coffee will be served at the LB Flying Club Hanger Talk event!
March 4-6:	Lake Havasu City, AZ. Lake Havasu City (HII). "Bluegrass on the River" annual music festival. Huge bluegrass festival at Havasu State Park #4 located on the Colorado River. Featured bands include the U.S. Navy Band Country Current; Grasstowne; Audie Blaylock & Redline; Bluegrass Etc.; and others, including many IBMA award-winning artists. Desert Skies Executive Air is host FBO, offering pilot discounts. Contact Jon Nelson, 520-378-3643. http://www.landspromotions.com/parkerhome.htm , http://www.aopa.org/airports/HII , http://www.aopa.org/airports/KHII/business/18200
March 12:	Blue Angels will be performing at Naval Air Facility, El Centro, CA. For more information: www.blueangels.navy.mil or http://www.cnic.navy.mil/EICentro
March 12:	Catalina Aero Club Display Day. DISPLAY DAY FLY-IN 10am to 2pm. Aircraft built 1961 and earlier land FREE! Historical aircraft display sign-offs. Buffalo Burgers at DC-3 Grill! Meet other pilots and Aero Club members. Contact Craig Ryan, 714.751.9420, http://www.catalinaconservancy.org , craig@pacificom.com .
March 26:	Riverside, Calif. Airshow. Sean Tucker, Tim Decker, Doug Jardine, Silver Wings Wingwalking, Frank Donnelly, John Collver, C-17, Just inTime Skydivers. Contact (951) 682-1771.
April 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 the month!

NEW & REJOINED CLUB PILOTS! WELCOME!

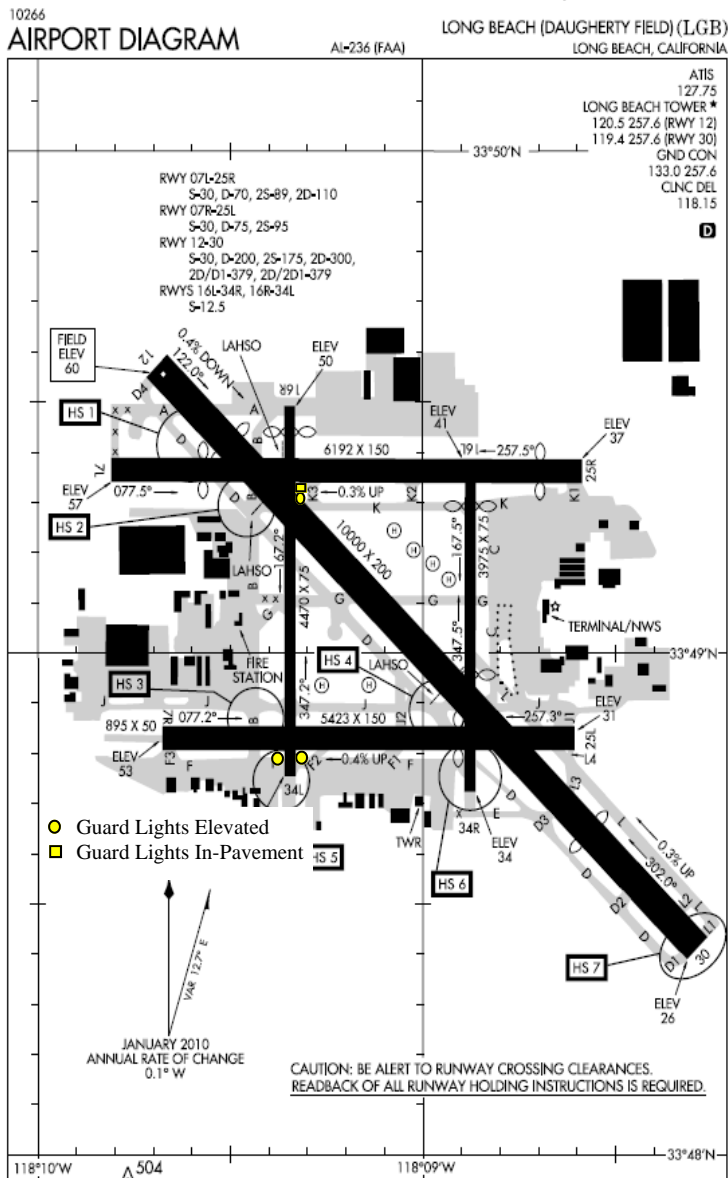


- ANTOINETTE AMARAL
- RICK BARRETO
- DAVID MITCHE
- BROOKHYSER
- DOUGLAS COMPTON
- JONATHAN DE SANTIAGO
- SHANE GAVIN
- NOLAN HERZOG
- RICARDO LEAO
- ZACHARY MITOSINKA
- GEYNER PAZ
- ANTONY RAWAY
- CHRISTOPHER ROWE
- SANTIAGO SARABIA
- SHON SCHIEBERGEN
- HASSAN SEROUR
- MARK SEROUR
- CAMERON STEPHENSON
- BLAIR TREU
- AMY WONG
- JAMES YU



- HAPPY FEBRUARY BIRTHDAYS
- CHIP BALDONI
- MARCUS CHATMAN
- CARLOS CORTES
- FRED R. DEVRIES
- PETER ENGLER
- FRED FIKSE
- MICHAEL FORD
- JUAN FUXA
- RICHARD HARR
- JUNGKU LEE
- GERALD MARTINEZ
- CHARLES Mc CORMACK
- ALEC ORRICK
- STEVE PARK
- GNYANDEV PATEL
- LEIF ROWE
- JORGE ZEPEDA

Runway Guard Lights



Runway guard lights are installed at taxiway/runway intersections. They are primarily used to enhance the conspicuity of taxiway/runway intersections in all weather conditions. Runway guard lights consist of either a pair of elevated flashing yellow lights installed on either side of the taxiway, or a row of in-pavement yellow lights installed across the entire taxiway, at the runway holding position marking.

Here at KLGB we currently have them in use protecting two runway/taxiway intersections. On taxiway Kilo westbound at the 30-12 intersection, we have both a line of in-pavement lights and two above ground fixtures at either end. On taxiway Foxtrot we have two above ground fixtures protecting runway 16R-34L.

The Foxtrot Runway Guard Lights are only illuminated when runway 16R-34L is active and in use, the taxiway Kilo lights protecting runway 30 are always on.

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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.

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