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SEPTEMBER 2011

HAPPY PATRIOT DAY!

EDITOR C. ROBINSON



WHAT'S UP? IT'S "CARBURETOR ICE" WEATHER!

No matter how many hours we have logged, that "carb ice" gremlin can sneak up and catch us by surprise. Whenever the cooling effect of the air flowing through the carburetor is sufficient to bring the temperature of the carburetor throat down to 32 degrees F or colder and there is sufficient moisture in the air. Specifically:

- If the outside air temperature (OAT) is between about 20 degrees F and 30 degrees F with visible moisture or high humidity.
- If the relative humidity of the outside air is high, even in a cloudless sky, with an OAT as low as 15 degrees F and as high as 100 degrees F.
- In the spring and fall, especially just after a rain.

In other words, carbureted engines are susceptible to icing almost any time.

On the ground during engine runup, ice is easy to identify positively and remove. On a Cessna, for example, at 1,700 RPM the carb heat control is pulled out for an RPM decrease of 100 to 300 RPM. If when the heat control is pushed back in the RPM reads more than the original 1,700 RPM, you had carb ice. If it happened on the ground, it can happen again during takeoff, so, just before takeoff, another carburetor heat check should be made.

It is of the utmost importance to keep a sharp eye on engine performance at all times. At the slightest hint of deteriorating power (decreasing RPM) carburetor heat should be used.

Many unsuspecting pilots, however, have made the situation worse when, after applying carburetor heat, a rough running engine caused them to remove carburetor heat and continue on their way. Continued on until the engine continued to slow and eventually quit. The carburetor heat did just what it was supposed to do. It melted the ice from the carburetor throat and throttle plate. The melted ice went right into the engine, which caused the roughness. If the carb heat had been kept on long enough, the hot engine and warm carb heat air would have kept the carburetor ice-free.

Never use partial carburetor heat unless the aircraft is equipped with a carburetor temperature gauge. DO NOT leave carburetor heat on for the actual takeoff. Check your POH or aircraft manual for general guidance. Advisory Circular 20-113 concerning precautions for induction and fuel system icing is helpful. Carburetor heat will keep carb ice from forming if applied early enough, often enough, and long enough.

The Lycoming O-235 engine in the C-152 is very susceptible to carburetor ice, especially in high humidity and hot weather. It may happen quickly -- your RPM suddenly drops from 2350 RPM to 1500, the engine begins to run very rough and the RPM is bouncing erratically. YOU HAVE CARB ICE!

Always follow the manufacturer's recommendations for the make and model aircraft you are flying. Generally:

1. Pull the carburetor heat knob FULL ON
3. Maintain heading and altitude, but no slower than best glide
4. Lean the mixture until the engine smoothes out
5. After a minimum of one minute, CARB HEAT OFF.
6. Re-lean the mixture as required.
7. If carburetor ice reoccurs, repeat these steps.

An excellent suggestion was made by LGB FSDO FAASTeam Representative Charlie Zabinski: "During cruise flight in a C-152 or C-172 it is a good idea to apply carburetor periodically and leave it on for at least one minute." This preventative measure will get the pilot into the "carb ice" mindset and may preclude a carburetor icing event.

A technical description from the "AVCO Lycoming Flyer" and Advisory Circular 20-113 about carburetor icing are available on our website: www.Lbflying.com.

INSTRUCTORS.....Hank Smith

Late last century, while engaged as a full time Flight Instructor, I complained to my Dad that the (expletive deleted) FAA was complicating my life (again) by re-writing FAR 61; Certification of Pilots and Flight Instructors. His answer jolted me to the core and I never forgot it.



DOWN THE HALL

"Sun", he said. (He always told me I was his brightest). "Sounds like Job Justification to me. As long as they keep changin' stuff- you got work to do." So far the FAA has kept me busy for over thirty-five years. ...Well, the FAA hasn't stopped doing their job either. New rules will hit the bricks October 31st. and Flight Instructors are expected to be the conduit between the FAA and pilots. As Rickie told Lucy, "You got some 'splainin' to do."

Remember the Mantra? – Research – Prepare -- Present.... All the while, satisfying these three teaching tenets... What? – Why? – How? What will this concept teach my student (and me) about flying? Why is that important? (This is critical in order to affect change in behavior). How will I present this concept? Remember – You are an Instructor. You don't just "Tell it like it is," but, You Teach to Understanding. Now – Get Busy...Isn't it nice to be needed?Hank



ACCOMPLISHMENTS

MATT ROSENFELD	First Solo	C-172	CFI RYAN DAVIS
JACOB ZYLSTRA	First Solo	C-172	CFI JOE DEL RIO
CHIP BALDONI	Private	C-172	CFI DANNY GREEN
ROBERT GARRETT	Private	C-172	CFI JOE DEL RIO
ARNOLD PELEKELO	Instrument	C-152	CFI RAND STERRETT
NATHAN YOKUM	Commercial	ARROW	CFI RAND STERRETT
SANDESH BHAVANAM	Commercial	ARROW	CFI RICHARD GARNETT

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

TOP GUN AWARD goes to WEN-CHIEH CHEN for logging the most flight hours in club aircraft in July! Runners-up were ALESSAN MENEGARDI and KI MEONG KIM!!!

Another congratulations to RICHARD GARNETT on passing his Part 141 checkride in the Seminole with the FAA to qualify as Chief Instructor of our new Part 141 Multi-Engine Certification Course!

FLYING INTO BIG BEAR submitted by Bob Hartunian, resident of Big Bear

The local mountain airport at Big Bear is normally visited by dozens of pilots each weekend. For us locals who fly out of it, the habits and quirks of the winds and density altitude are known and accommodated. But we often get pilots who ignore all flying wisdom and create hazards by not using common sense.

One problem is not listening to the AWOS as you approach the uncontrolled airport to determine which runway is being used. Often pilots, especially older ones, have adopted an attitude that they can just fly into Big Bear without checking basics like comm frequencies, AWOS, or any airport guides. These guys drive us crazy when they come in the wrong way and cause near-death situations with planes following the accepted rules of the pattern. Usually the bad pilots are either on the wrong frequency or don't make any announcements at all and just plow in as if they are the only plane in the sky. So as you are 10 miles out, listen to AWOS (135.925), tune into Unicom (122.725) and announce where you are and your intentions. If unsure of the pattern, ask for advice. Big Bear Unicom is manned from 8am-5pm everyday, 365 days/year. Use it.

On approach, over pine trees when landing to the west on 26 or over water when landing on 8 to the east, the change of topography can cause lift to drop or increase suddenly when least desired. Pilots should be ready to add or remove power to compensate for lift differences close to runway threshold. If it is windy, plan landing touchdown midfield instead of at threshold. Winds are usually more constant midfield and easier to compensate for a smooth touchdown.

Big Bear should be visited with an experienced CFI to learn the procedures in a plane capable of handling high density altitudes. Don't come up in a 100hp C-150 with full fuel and two aboard on a hot day; you may not get out. Same with a Cherokee 140 with 3 aboard. A C-172 with 145 hp should not have more than 2 aboard; a C-172 with 180 hp is no problem even with 3 aboard. And learn the engine leaning process for higher altitudes, both inbound and before takeoff. Pushing the mixture to full rich will only get you in the lake.

Do visit Big Bear and get experience flying to higher altitude, uncontrolled airports but do it with smarts and preparation.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Thanks to Bob Hartunian and Hank Smith for help with this newsletter!

CALENDAR

Aug. 20:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
October 26:	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 this month!
August 27:	HANGAR TALK! From 10 AM to noon Long Beach Flying Club will be hosting a free hangar event; free dual instruction, review and discussion! Donuts and coffee will be served. Drop by for some entertaining and educational fun! Held last Saturday of every month.
Sept. 4:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
Sept. 10:	Catalina Aero Club Display Day. DISPLAY DAY FLY-IN Saturday, May 14th 10 am to 2 pm 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.
Oct. 8-9:	Blue Angels San Francisco, http://www.blueangels.navy.mil
Oct. 1-2:	Blue Angels MCAS Miramar, http://www.blueangels.navy.mil
August 21:	Brackett Field (POC). May 2011 Antique aircraft display, classic cars, and biplanes rides. FREE. Historical sign offs. Restaurant on-site. Plenty of airplane and vehicle parking. 10-3PM. Contact Yvonne, 626-576-8692. Restaurant on site. Fly ins welcomed.
August 31:	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 an inspirational and educational hour!
Sept. 3:	Chino Monthly Event includes seminars and, weather permitting and whenever possible, flight demonstrations by appropriate aircraft. Seminars start at about 10am and last till about 2pm and occur on the first Saturday of every month. Contact 909.597.3722

NEW & REJOINED CLUB PILOTS! WELCOME!



- GAMAL ABDELHALIM
- NEAL BERNIKER
- GAYLE CARSON
- ALBERT CHOLICO
- DANA DUBROC
- DANIEL DUFFY
- HUSSEIN ELBAGOURY
- JUAN FLORES
- STEVEN GILES
- CARLOS GUZMAN
- TAKASHI HARANO
- DANIEL KEMMETT
- MIN HO LEE
- CHUN SIU LEONG
- YASH MEHTA
- TREVOR SANDS
- KEVIN TISON
- RYAN TRAN
- DAN YESSMANN



HAPPY AUGUST BIRTHDAYS

- KEVIN APEL
 - DANIEL BALDERSTONE
 - LORENZO BOLOGNESI
 - WALTER COHN
 - DOUG CRIPPS
 - JEFF DASH
 - RYAN DAVIS
 - BRIAN DENOUDEN
 - GEORGE GRANBY
 - DANIEL GREEN
 - ROBERT GRIGGS
 - DEAN HALL
 - NOLAN HERZOG
 - MARK HILSTAD
 - JI HO LEE
 - MICHAEL LINDSAY
 - DAVID LOCKE
 - JAMES LOISCH
 - JORGE MORANTE
 - BRET MOSHER
 - PEJMUN MOTAGHEDI
 - HAJIME NAKAMURA
 - BRUCE NETTLES
 - REED NOVISOFF
 - FRANK REINMILLER
 - RICHARD RIGNEY
 - TREVOR SANDS
 - ENRIQUE VERA
 - MICHAEL VERKAIK
- Notice: (inside joke) it is not JACOB ZYLSTRA's birthday!

Pictures from the Big Bear City Airport Air Fair 2011, August 6, 2011, "Transportation Then to Now"
by Bob Hartunian

Today, we had two V-22 Osprey come in for 3 hrs of practice on our runway. They were filled with Marines, 24 per ship, and dropped the passengers off for a lunch while the ships did approaches and landings and takeoffs for 2 hrs. These machines are loud! And they can come in fast and stop quickly and drop off troops and be gone. The whole community of Big Bear came out to watch since they are hard to ignore. When they land and takeoff, it kicks up huge dust storms. We had grass blown all over the airfield. Had chance to talk with their Lt. Col as these troops were preparing for Afghanistan on 7 months deployment. (Told him to come back with lots of brooms and clean up the grass mess). A very fine group of men and women serving our country. May they all return safely.



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ORDER TODAY! Long Beach Flying Club Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, or X-large. We also have hooded sweatshirts in black or gray. We'll need your choice of color and size when you call us at 562.290.0321 with your credit card number. Download from www.LBFlying.com or Email shirts@Lbflying.com an order form of our complete line of pilot shirts. Shipping and handling \$4.95 per order, CA residents add 8.25% sales tax.

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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!

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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 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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DISCOVERY FLIGHT

\$89 for one, two or three in a C172 or Warrior
Fly with an FAA Certificated Flight Instructor - you fly the aircraft!

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AERIAL TOUR OF LA'S FAMOUS LANDMARKS

\$195 for a 60 minute tour for 1, 2 or 3 people
HOLLYWOOD TOUR:
Dodger Stadium * Hollywood Sign * Beverly Hills * Getty Center * Palos Verdes * Queen Mary

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