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JUNE 2012

HAPPY FLAG DAY!

EDITOR C. ROBINSON



WHAT'S UP? There's a saying at my house, "When momma's not happy, nobody's happy." Well, I'm not happy. I meet regularly with the airport staff, go to the Airport Advisory Commission meetings, and have been involved with the runway geometry studies for many years, as recently as last month. Imagine my surprise when I was thumbing through the Airport Facility/Directory (valid May 31 to 26 JULY 2012) and discovered 645 feet missing from Runway 16L. There will be some interesting times at the next couple user meetings on this airport ...

RECENTLY POSTED ON NTSB.GOV

Generally, the NTSB provides a preliminary report online within a few days of an accident. Factual information is added when available, and when the investigation is completed, the preliminary report is replaced with a final description of the accident and its probable cause.

The NTSB report on the King Air that crashed at Long Beach March 2011 during takeoff from Runway 30 was upgraded from preliminary to factual on May 30th.

One of the findings of the report, used as the headline by the LA Times June 1st was, "Plane in fatal crash was overweight."

The accident airplane had an empty weight of 8,160 pounds. It had a maximum gross takeoff weight of 12,500 pounds. Two days before the accident, the airplane was fully fueled with the addition of about 380 gallons of jet fuel. At 6.7 pounds per gallon, the fuel weight was 3,645 pounds. The remaining useful load capacity for people and baggage was 695 pounds. There were six adult males on board, and from their California State driver's licenses, their total weight came to 1,115 pounds. The occupant's personal baggage was weighed as it was removed from the wreckage and totaled 230 pounds. The airplane was estimated to be approximately 653 pounds overweight at takeoff.

At 12,500 gross weight, 653 pounds represents 5 percent of the gross weight.

One club C-172 has a gross weight of 2300 pounds. The empty weight is 1488.9 pounds. When topped off the C172 holds 38 usable gallons. At 6 pounds per gallon for Avgas, the fuel weight is 228 pounds. The remaining useful load capacity for people and baggage is (2300 pounds less 1488.9 less 228 pounds) 583.1 pounds. An actual flight scenario, three people at 194 pounds each with no baggage, would be just below gross weight. (The CG must also be within range).

In our scenario, five percent of the gross weight of the C-172 is 115 pounds. Add a fourth person at 120 lbs and the aircraft is more than five percent over gross weight. The scenario is not so farfetched.

In my aviation travels, not through the club, I encountered an individual that believed that the FAA numbers for aircraft weight and balance had a buffer of five to ten percent, so that computations for weight and balance didn't have to be within the maximum limits. His accident report can be found on ntsb.gov September 21, 1985.

The POH/aircraft flight manual was developed based on data accumulated during the flight test/certification of the aircraft. Aircraft performance figures and the AFM are based on a brand new aircraft flown by a professional test pilot. Keep that in mind while assessing personal and aircraft performance. When any aircraft is operated outside the recommended/certificated procedures, the operator becomes a test pilot. Unless you hold test pilot authority for the aircraft in question, you are out on a limb. In the event of an incident/accident the FAA/NTSB will determine if the aircraft was operated within the limits of the POH/AFM.

BIG BEAR REPORT by Bob Hartunian

Our pilot's association scheduled a flying trip to Sedona, AZ to tour around and see sights but mainly as an excuse to fly planes a few hours each way over some real bad country. We went for 3 days and had a great time.

I can't fly comfortably in turbulent conditions over the deserts because I get bounced around in the very light plane. So I try to leave early and avoid mid-day heat. As I was warming up the plane in Big Bear, it seemed slightly rough but all the ignition checks were ok. I stopped and pulled the cowl cover and checked wires but all was good so I took off and had a slight tail wind that helped with shortening flying time. Got to Sedona in 2.2 hrs and engine ran fine. The airport is located on top of a mesa above the city and approaching it is unusual if not experienced there. I ended up coming in lower than normal and corrected on final as it appeared that I was below the runway on approach. Had 10kt crosswind but landed fine. I was the last plane in so all the pilots watched me land and of course had to make demeaning comments at lunch.

The motel is adjacent to the airport and an easy walk. Nearby are the famous Sedona "vortex energy" places where believers can receive energies from the cosmos, etc, etc. But the views from the back of the motel are absolutely spectacular in the sunset, great scenery of red sandstone rocks and peaks sticking out from green fields. Those scenes are worth the trip.

That afternoon, some of the real men who can't stand shopping with the ladies, went into a rented van and we toured the countryside and eventually reached the prominent Oak Creek Canyon road where we stopped at Slide Rock. Now anyone with kids here in the west has gone to Slide Rock sometime. It's a section of the creek which has a smooth rock surface covered in slick algae that is greased lightning in the water, but safe unless you do stupid things. Several European groups were trying out the slide and laughing in tongues. One of our guys is an Iowa farmer and kept stopping us along the trail to spotlight old equipment placed for tourists. I never want to see a manure spreader or spring harrow or a cultivator again.

At fly-ins, we do have good eating and there are restaurants in Sedona that make fine food and charge accordingly. The ladies ordered martinis so I had a couple and enjoyed the joking around all night. The next morning, we gathered for a big breakfast and our bunch went off to visit Sinagua Indian ruins at the base of red stone mountains which are 1000 yrs old. While we were hiking to the ruins, some insects were feasting on my head and legs. Never saw them but felt their venom for days now.

We had a few hours before dinner so we drove to Jerome where mining was the big business at the end of the 1800s. The place is built on steep hillsides and must have been a busy place back then but now the copper and gold is mined out and artsy stores replaced the brothels and tents. In the older part of Jerome is a huge junkyard of old mechanical equipment, everything you might ever want to see and touch about mining from huge engines to ore carts to old cars and trucks. The place is a storage for junk that is too old to throw out. The ten-desk schoolhouse is there as are junk cars (see pictures on page 3 in the pdf newsletter).

The next morning, I left at 7:30 am while winds and heat were low and had a smooth ride back to Big Bear. It was a fun trip and our friendly bunch made good memories for me.



ACCOMPLISHMENTS

Seyun Hong	First Solo	C-152	CFI ABHISHEK MUDGAL & CFI RYOTA SUZUKI
John Samuel Miller	Instrument	C-172	CFI MONTY GROUTAGE
David Offitzer	Instrument	C-172	CFI RICHARD GARNETT
Seyoung Park	Instrument	C-172	CFI RYOTA SUZUKI

CONGRATS to CHRIS ROTH, top CLUB CFI for May, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and MONTY GROUTAGE!

TOP GUN AWARD goes to HYUNG SUN CHOI for logging the most flight hours in club aircraft in May. Runners-up were BING-HENG HSIEH and YONHO CHO !!!

Congratulations to club pilot Kishan Dharmaratnam on securing his new job with Trans State to fly their ERJ 145!

RISING FUEL COSTS, AIRCRAFT PRICES

Increase represents the smallest amount possible

When the price of automotive gasoline jumps, the price of Avgas has already been on the rise. In fact, anything to do with aviation will be the first to increase the price and the last to do a correction when the crisis has passed. The factors that affect the price of Avgas are identical to that of automotive gas, but are exacerbated due to a lesser demand for Avgas.

But there is some good news: with this price adjustment we can now raise the reimbursement for cross-country fuel to \$6.48 per gallon.

The aircraft cash discount rental rates are as follows:

CESSNA 152 (7)	\$81.17
C-172 (4)	\$107.91
WARRIOR (5)	\$107.91
CESSNA 172SP	\$132.89
PIPER ARCHER	\$116.78
CESSNA 172RG	\$139.65
ARROW	\$139.65
PA32-300	\$183.33
SEMINOLE	\$241.74

There will be no price changes for the PCFSX, PCATD or the BATD flight training devices.

New prices apply for flights returning after 4:30 June 30th.

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

Many, many thanks to Bob Hartunian for the help with this month!

NOTAM: The Redbird TD2 BATD is certified and ready to log instrument currency!!!

CALENDAR

July 21:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
July 31:	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, sandwiches, fruit and dessert, beginning at 6:30 PM with the program beginning at 7:00 PM. Everybody is welcome to attend -- we hope to see you there! This meeting will count toward CFI credit for this month!
July 15:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
July 8:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
July 14:	Catalina Aero Club Display Day. DISPLAY DAY FLY-IN Saturday, 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: 714.751.9420.
July 15:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html
Oct 10-13:	AOPA Aviation Summit 2012! Palm Springs, Oct 10th parade of planes from PSP to Palm Springs Convention Center, Summit Oct 11-13, http://www.aopa.org/summit
July 27:	Brackett Field (POC) Third Sunday Antique Aircraft Display — classic cars, and biplane rides. FREE. Fly ins welcome, historical sign offs. Restaurant on-site. Plenty of airplane and vehicle parking. 10-3PM. Contact Yvonne, 626-576-8692.
June 27:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!
June 24:	Agua Dulce Airport BBQ & Fly-In from 1100 am to 2:30 pm. A wide range of modern and vintage aircraft often fly into Agua Dulce Airport (L70). All planes welcome -- Fly over for some great Texas style barbecue, the trimmings, friends and fun. Awards to aircraft in antique, classic, contemporary and homebuilt classes. Cost: \$5.00. Info: www.airnav.com/airport/L70 or dulceair@sbcglobal.net .
August 5:	2nd Annual EAA Fly-In and Model Expo, CPM. EAA Chapter 96 is returning with even more excitement than last year. Video of last year's show: http://www.youtube.com/watch?feature=endscreen&NR=1&v=RYA_Z5H-em0 . Gates open at 9 a.m. and we are a cheap date.... \$3/person for age 10 and up. Under 10 is free, Fly-In's are welcome before 10 a.m. Contact: DLord@SempraUtilities.com
July 7:	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!



- CHRISTOPHER BEBENSEE
- KENNY BORONOWSKY
- SEAN CUSSEN
- LEONEL FLORES
- DAVID GARCIA
- CHRISTOPHER HAMREN
- PATRICK HAZELL
- SUBYUNG LEE
- STEVE MA
- ALEXANDER MATA
- CHARLES REMAR
- DANIEL SCHOLL
- CHESTER SEVILLA
- DAI VU



- HAPPY JUNE BIRTHDAYS**
- MARK ADAMS
 - KYUNG SUNG BAE
 - KENNY BORONOWSKY
 - KYUNG JIN CHO
 - DANIEL COOPER
 - KEDARNATH DHORABABU
 - DARRIN GLENDAY
 - MATTHEW GONZALES
 - GEORGE HAFTOGLLOU
 - PANCH JEYAKUMAR
 - DANIEL JOHNSON
 - CANDY ROBINSON
 - ESTHER LIN
 - RON MASSEY
 - JOHN SAMUEL MILLER
 - CLINT MOSLEY
 - GREGORY J. MYERS
 - MAYUKO NAKAMURA
 - DAVID OFFITZER
 - ALAN ORLALE
 - ALEX ORLALE
 - RAKESH RAVINDRAN
 - JEFFREY ROCK
 - JORGE ROJAS
 - HENRY SMITH
 - JASON STONE
 - TARI TARICCO
 - JEREMY VANNUIS

David Locke and Richard Garnett Give Local Boy Scout Troup a Day at the Airport!



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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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