



LONG BEACH FLYING CLUB & FLIGHT ACADEMY



*Teaching the world
to fly!
With all the aircraft you
need from the first flight
hour to an airline job and
everything in between!*

**WE FLY WITH CARE ...
now, more than ever!**

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321
visit us: at www.lbfflying.com email: Lbfflying@yahoo.com

SEPTEMBER 2012 HAVE A SAFE PATRIOT DAY! EDITOR C. ROBINSON



WHAT'S UP? Comic Relief!

Let me just say this about that: with all the crap that TSA, airport security and LBPd have foisted upon LBFC over the last several months, having something to laugh about has been elusive and essential. Found it! Our pilot shop has been selling the first 3 volumes of the "Chicken Wings" series at a fairly good clip, so the publishers sent us a preview of "Chicken Wings 4 – Gold Rush", which was officially released at Oshkosh. OMG! A book that is actually laugh-out-loud while we laugh at ourselves (we're not laughing with you, we're laughing AT you!) Pilots can be such weird ducks that brothers Strasser are now on their 4th volume and are still hilarious. Wikipedia sums up the phenomena, "The comic is especially popular among people who have some relation with or affinity to this particular industry, from week-end warriors to airline personnel to modelers or flight simmers. As the artists try to appeal to this niche market of aviation fans, a few of the jokes are hard to understand or simply not funny for outsiders." A perfect review!

Today's favorite: Julio: "... and always concerned about their looks." Ray: "Moody and selfish! Sally: "Now wait a minute! Not all women are like that!" Julio: "Women?" Ray: "We were talking about our pilots!"

SOME TIPS FOR FLYING INTO BIG BEAR Submitted by Bob Hartunian

We get all kinds of pilots coming into Big Bear, most are good but a few are unsafe ones because they don't do their homework. As you get within 10 nm of Big Bear at 9500', make sure you dial up the AWOS on 135.925 and listen for the wind direction so you know which runway to use. If unsure, dial up Unicom at 122.725 and ask. We actually get those pilots trying to land against traffic flow because they didn't listen to traffic or AWOS. When confronted, they say "I landed that way before 10 years ago". Unbelievable!

On weekends the airport gets busy with visiting planes, many from the LA Basin if weather down there is clear. You have to be especially cautious approaching the south ridge above Redlands as traffic leaving Big Bear drops down the same corridor. So keep landing light and strobes on to be seen.

Pilots doing instrument approaches come in from the east and are usually fast aircraft or bizjets. They announce 20 mi out for straight-in approaches and expect VFR pilots to make way, even though planes may be in the pattern. Most IFR planes will listen and slow down for traffic in the pattern but you need to listen and be alert for those announced approaches and be sure sufficient separation is available.

The "Big Bear Drop" is a local term referring to the sudden loss of lift as you approach the end of the runway from either east or west at landing speeds. It's caused by the temperature difference of the air reducing density as the topography changes from water to ground when landing on Runway 8 and from green trees to open ground when landing on Runway 26. Pilots need to be ready to add some power to stop the drop and maintain their rate of descent.

Landing Gear Malfunction Cessna 172RG Long Beach, 1100-1200 local time, 27 Aug 2012 Submitted by Axel Kollesberger

Would you be surprised, if there are no wheels below your plane when approaching the airport and the lever is down?

It all started with a wonderful, calm, sunny - I'd say a typical Californian - morning with a common preflight check, taxiing and run-up as usual, nice takeoff with light headwinds and 3 passengers on board who were expecting a breathtaking sightseeing flight over L.A. which they never forget. At this point I was not aware that I would recall this flight as well for a lifetime.

In every training lesson with a Complex aircraft the instructor mentions the possibility of an electrical or hydraulic failure in extending the gear. What to do? What are the major priorities? Of course, FLY THE AIRPLANE! If the airplane is not flying anymore there are no more problems to solve. So, maintain positive control of your airplane and recall what your instructor drilled in you years ago. Master ON? Make sure the gear extension lever is down! Any lights on? check bulbs! Visual inspection of wheels through window and mirror! Did a circuit breaker pop out, predominantly the one labeled with "GEAR PUMP"? Recycle circuit breaker, recycle gear if possible. Extend the manual gear extension pump handle and pump around 20-30 cycles until you feel a tight resistance! Check the result! Is it satisfactory? Do you have a GREEN light next to the gear extension lever on the panel? If YES,.. Well done, proceed in and land, squawk, tie down and drive home.

But what would you do if: You see the gear hanging down, far away from being locked? Circuit breaker GEAR PUMP is out and keeps out (after several long cooling phases). Nobody in this situation is going to just push it in once and commit "O.K. it doesn't work." And the manual gear extension pump has NO REACTION. This was the time where I had to take a first deep breath. Several short spelled words came in my mind but they all did not solve the problem. I advised Long Beach Tower immediately in order to fly over the runway for visual inspection on the problem although it was well clear to us all that there is no way to land the aircraft with an unlocked, hanging down landing gear. But who knows maybe TWR tells us something was blocking the gear.

Remembering a pregnant girl in her 7th month back home who has lost her father 2 months ago due to a motorcycle accident, whose fiancé and father in law were just sitting next to me expecting a thrill of a ride high over L.A. - How true! There was only one solution to this problem – bringing us all home safely! Suddenly I remembered a unique smell (a mixture between plastic and car dashboard polish) we got in the cockpit after about 40 minutes of flight time, which I did recognize but could not relate at the moment it happened. This is the time when proper flight training with very competent flight instructors came into place. Those were the one who brought you to the highest level - also known as Level of Correlation - of gathering information, assembling them and making a whole out of them resulting with the best outcome of unforeseen situations. Level of Correlation is the highest level of learning but builds just the basis of being a responsible pilot with a sound judgment.

After more than 30 pumps with the manual extension pump lever and NO positive result it was a good time to think about the probable cause. Bad smell 40 minutes ago + no reaction on the hand pump = leak in the hydraulic system. This was all bad news. Imagine a landing with a loosely hanging down gear did not cheer me up. It is definitely a weird feeling to be trapped in the air and looking for way to come down. I thought we could have probably just one chance to pump all of the remaining hydraulic fluid in a very short time into the cylinder in order to get the gear locked securely and not to drain much of the valuable fluid. My front passengers told me that a wheel was rising on each side slowly with 2 steps up and 1 step down. This was exactly what I wanted to hear and gave me prove to continue with full speed and power until the long awaited resistance came. It worked. The GREEN light next to the gear lever just raised an inner smile.

But can you be sure the nose gear will resist during the landing. Did you do everything right? Has there been anything else important? We were very lucky that this situation occurred at our home base airport. This is the reason why I asked TWR to connect me with one of our 5-star mechanic. Believe me it is balm for the soul to talk to a familiar voice in such a situation. LGB TWR assigned us a separate frequency to communicate. In my case Miguel did a great job when we both went through all steps to bring the gear down. Although all steps have been performed properly it is good to have a backup from a pro. Especially when there is time to solve a problem, which is a very luxurious situation in aviation. You don't want to miss a small item with a big bad consequence.

In the meantime my front passengers practiced the well known "brace position" on impact, as I saw pictures afterwards

CONGRATULATIONS!

ACCOMPLISHMENTS			
KYLE MCCLELLAN	First Solo	C-172	CFI CHRIS ROTH
VICTORIA MENA	Private	C-152	CFI RICHARD GARNETT
SUBYUNG LEE	Instrument	C-152	CFI RICHARD GARNETT & CFI ABHISHEK MUDGAL
JOHN BERG	Commercial	C-172RG	CFI MONTY GROUTAGE
BING-HENG HSIEH	Commercial	C-172RG	CFI CHRIS ROTH
DAVID LOCKE	CFI	C-172RG	CFI RICHARD GARNETT

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

TOP GUN AWARD goes to SEYOUNG PARK for logging the most flight hours in club aircraft in August. Runners-up were FABIO CRESCIMONE and ROBERTO ZORZI!!!

Congratulations to Min Ho Lee, currently in training for Asiana Airlines. Additionally, he recently got type-rated in the Citation 525. After completing training, he will be a first officer in an Airbus A-320 with Asiana. His flight instructor was Ryan Davis.

Congrats to CFI Jeremy Vannuis on his new Gulfstream VI job! He will be based in Las Vegas.

Congratulations to Hank Surface on his successful 6-month proficiency check with the FAA — accomplishing the Part 135.293, 135.297 and 135.299 currency checkrides!

From page 1 they took during my several downwind legs. I was very lucky to be able to communicate with them in an open and calm way. They were very cooperative and trusted the pilot in his actions. I think it is worth to mention to tell your passengers what is going on and to keep them updated, because they have to comply and work "with" you not "against" you. It has been a stressful situation anyway, there is no time for hysterical reactions to take care of.

In total we did 3 flyovers, alarmed several fire trucks and people on the ground and finally landed safely on our beloved Runway 25L. The nose gear held position and kept our heart rate within normal limits. We were lucky this day. Miguel and his staff pointed straight to a broken hydraulic line and fixed it immediately. YES, I was surprised by having no wheels at 1000ft on downwind and YES, my friends had an unforgettable ride on one of those typical Californian summer days. Blue Skies PS: Many thanks to the Tower Crew for assisting us, the LBFC staff, LGB Airport Fire Department for being prepared for the worst and to our instructors, who keep us well trained.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! A thousand thanks this month to Axel Kollesberger and Bob Hartunian!

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

CALENDAR	
OCT. 20	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
OCT. 24	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!
OCT. 14	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
OCT. 7	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
OCT. 13	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.
OCT. 14	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
OCT. 21	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.
SEP. 26	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!
SEP. 30	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 .
SEP. 22	Seminar: Self Rescue for Pilots, Saturday, September 22, starting at 12:30. Speaker: William Pass. The majority of aircraft are NOT designed for ditching. Staying afloat, know what to expect and what to do! If you know what to expect in the water, keep your calm and know a few, quite easy steps for your self rescue, your chances will improve. This workshop is hands-on and you will get into the water in a POOL with life jackets and life raft. Our Red Cross certified Water Safety Instructor and lifeguards will demonstrate techniques for your self rescue. (Fee Course, Where: Crown Valley Community POOL 29751 Crown Valley Parkway Laguna Niguel, CA 92677, Contact: Phone: (800) 430-4804, william.pass@P3air.com).
OCT. 6	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!



ONIGA ADAJE

EITER FLORES

DONALD HAMMOND

NICHOLAS HARDY

KEI KAJITANI

GARY MOORE

DENNIS MORRIS

EVREN OZAN

CHANET RATTAKUNJARA

TED REID

ADRIAN ROBINSON

CLIFF SHIGAKI

HUNG JEN TSAI

DASUNI WEERARATHNE



HAPPY SEPTEMBER BIRTHDAYS

GARY BENSON

STEWART BROWN

WILLIAM COOK

ROBERT CUSTER

MARK DAVIS

MARCO ENRIQUEZ

SHAWN GILL

TYRONE GREGORY

MONTY GROUTAGE

CARLOS GUZMAN

LILY IGE

SUBYUNG LEE

CLAY LEYTON

NICOLAS LOPES

ERIC LUEVANO

SINATH MARASINGHA

MICHAEL MASTERSON

JON MILLMANN

DENNIS MORRIS

ABHISHEK MUDGAL

SEYOUNG PARK

SANTIAGO SARABIA

STEFAN STEINBERG

HANK SURFACE

SUMESH VASANDANI

DAI VU

MELVIN WHITE

ADITYA WIRAATMAJA



They don't have shopping like this in Austria!

=====

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.

=====

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!

=====

DISCOVERY FLIGHT

\$99 for one, two or three in a C172 or Warrior

Fly with an FAA Certificated Flight Instructor - you fly the aircraft!

=====

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

=====