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NOVEMBER 2012 **HAPPY THANKSGIVING!** **EDITOR C. ROBINSON**



WHAT'S UP? WHAT GOES AROUND, COMES AROUND

A phrase probably to be avoided is, "I should've gone around." If an approach or landing isn't working out, go-around. Whatever you choose to call it, a wave-off, an aborted landing, a missed approach, a rejected landing, or a bummer, Bruce Landsberg, AOPA Air Safety Foundation, says it best: "Coming back for a second try at the runway is a skill that everyone needs but many lack."

Pilots should embrace the term "go-around," for where else can we experience a term that is a noun (today we will practice the go-around), adjective (set go-around flaps), a verb (if the aircraft is too fast, go-around), and a command (go-around!). A go-around is the solution to both a poor approach or a botched landing. If an aircraft gets into a porpoise during landing (probably not called a dolphin as dolphins are more social animals, porpoises more shy), execute a go-around.

Hyphen-phobia? Go-around is spelled that way because goaround has a variety of pronunciations. Some may feel that hyphenated words are ugly and to be avoided at all costs, as if a broken word is somehow inferior to a word with no hyphens. The hyphen is our friend, a go-around is our friend.

Much of what we normally do on approach is in preparation for a go-around, such as "mixture rich" or "prop full forward." Reviewing the go-around option to yourself (and your passengers) in your descent checklist or approach checklist will make the decision to go-around much easier.

You don't need a clearance for a go-around. Performing a go-around is as easy as 1-2-3, covered under our piloting options, any time, any place, anywhere via FAR 91.123(b): "Except in an emergency, no person may operate an aircraft contrary to an ATC instruction in an area in which air traffic control is exercised." An aircraft incident or accident is not required to prove that an emergency existed! Note that while some emergencies are self-evident (such as a natural disaster), smaller incidents require a subjective opinion in order to decide whether it qualifies as an emergency. It's healthier to decide subjectively to discontinue the current sequence of events, than to become the object of an NTSB report.

Most pilots don't go around very often: We hate to waste an approach or to be perceived as incompetent. However, where better to practice a go-around sequence than from an ugly approach or porpoising landing? "Just practicing go-arounds" is a fine explanation.

There are several reasons to reject a landing. The first is being too far down the runway to stop safely. The rule of thumb says that if the aircraft isn't on the ground in the first third of the runway, go around. If the speed or the alignment isn't right, go for the gas.

In the scheme of things, a go-around costs nearly nothing in terms of time, prestige or consequences. Ignoring the go-around as a solution to a botched approach or landing is an invitation to report-writing, infamy and aircraft damage history.

The elements of a go-around are much the same for all aircraft: power, pitch, flaps, and gear, but the sequence may vary. Review it early, review it often, for each type of aircraft flown. When is the last time you did a go-around? If every pilot did just one go-around for practice every 90 days, we would never have to use the phrase, "I should've gone around."

CHRISTMAS AND THANKSGIVING are coming!!! We will have the following office hours during the holidays:

8:30 AM to 1:30 PM	Wednesday, November 21, 2012	Thanksgiving Eve
Closed	Thursday, November 22, 2012	Thanksgiving Day
8:30 AM to 1:30 PM	Monday, December 24, 2012	Christmas Eve
Closed	Tuesday, December 25, 2012	Christmas Day
8:30 AM to 1:30 PM	Monday, December 31, 2012	New Year's Eve
Closed	Tuesday, January 1, 2013	New Year's Day

Aircraft rental for the rest of the time will be handled using night dispatch procedures. Call ahead for the combinations -- and Happy Holidays!

O COME ALL YE PILOTS!
MERRY HOLIDAY BUFFET

Club pilots, family and friends are all invited to the Long Beach Flying Club & Flight Academy Christmas party on Friday, December 14th from 1:00 PM to 3:00 PM! We'll have all sorts of holiday treats! If you'd like to bring a dish for the potluck, call the club to get on the sign-up sheet. Come one, come all!

AVOIDING THE UNPREDICTABLE

By Ryan A. Davis, Assistant Chief Flight Instructor, Long Beach Flight Academy

As many of you may know, one of our airplanes was involved in an incident on October 29th. The cause isn't exactly known yet, but we have assumed that the student lost control of the airplane when it started to porpoise during their second landing of their first solo flight. Even though situations like this are unpredictable, there are a few things I would like to recommend to increase the chances of this not happening again.

- 1) Going solo right away is not that important. After the student completes their solo stage check, I would recommend that the student and instructor do a few lessons on soft field and short field takeoffs and landing. Also, complete the night landings as well. By taking care of these lessons prior to the student's first solo, the student will be more proficient with landings. And also, doing these first will in no way disrupt the overall progress of a student's training.
- 2) Make sure they are really ready. Just because they have a good day here and there, and one of those good days just happen to be on their stage check doesn't necessarily mean they are ready for a solo flight. I would recommend the student have at least 20 hours, and be able to perform at least 3 perfect landings before the CFI steps out of the plane.
- 3) Just a little windy? The mornings and the late afternoons are typically calm in regards to the wind, so why not have the first solo be done then? I recommend that students go solo in less than 5 knots of total wind, which like I mentioned is found in the morning and late afternoon. Another benefit of flying during these times is that there is less traffic in the pattern and the controllers are usually a little more relaxed, making it a more pleasant experience for the student.

The above mentioned is not just for CFIs, it for students too. Students -- please remember flight instructors are not perfect. If you don't think you're ready, or the weather conditions aren't that great, or you want to do a bit more training prior to your first flight, just say something. Trust me, we will never say no to you.

As a reminder to the CFIs: Make sure the student has all their endorsements, that you are current, and that you are checked out in the airplane you are training them in. Also make sure you check the weather to determine if it's within the LBFC limits. And most importantly, make sure that you are absolutely positive that the student is absolutely ready for their first solo flight.

I'm sure there are other suggestions that could be made that can increase the safety of a student's first solo. If you have any suggestions, please email to me at: laflightinstructor@gmail.com.

Be prepared and fly safe.

CONGRATULATIONS!

ACCOMPLISHMENTS			
KENNY BORONOWSKY	First Solo	C-172	CFI MONTY GROUTAGE
BRIAN WONG	First Solo	C-152	CFI CHRIS ROTH
CHESTER SEVILLA	First Solo	C-152	CFI RYAN DAVIS
TOUFAN	Instrument	C-172	CFI MONTY GROUTAGE
FABIO CRESCIMONE	Instrument	C-152	CFI CHRIS ROTH
RANDY CHRISTIAN PARDEDE	Instrument	C-152	CFI ABHISHEK MUDGAL
SUMESH VASANDANI	Commercial Single	C-172RG	CFI CHRISTOPHER BEBENSEE
TOUFAN	Commercial Single	C-172RG	CFI ABHISHEK MUDGAL
YONHO CHO	Commercial Multi	SEMINOLE	CFI RYOTA SUZUKI
WOOSUNG PARK	Commercial Multi	SEMINOLE	CFI RYOTA SUZUKI
LUCKI YANUAR	Commercial Multi	SEMINOLE	CFI RICHARD GARNETT

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

TOP GUN AWARD goes to SEYOUNG PARK for logging the most flight hours in club aircraft in September! Second-most flight hours was by SEYUN HONG and, tied for third place, were RANDY PARDEDE and MICHAEL STONE!!!

NOTAM: Congratulations to club pilot John Campbell, recently made a grandfather twice within 3 weeks: Claire Campbell was born August 31st, weighing in at 9 pounds, 2 ounces; 21" tall; Marian Campbell was born on September 20th, weighing 6 pounds, 15 ounces; 20" tall. How did he accomplish this feat? You'll have to ask him!

NOTAM: Happy 32nd anniversary -- November 15, 1980 marks the beginning of the E-ticket ride for Candy at Long Beach Flying Club !!! And, believe it or not, October 27th marked our thirteenth year in our "new" building!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to Ryan Davis for the help this month!

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

NEW & REJOINED CLUB PILOTS! WELCOME!



- KALISTA BASE
- KENDRA BASE
- IRVING CONTRERAS
- HOLME COOLEY
- ERIK DEGERNES
- TROY DIGIOVANNI
- JORGE DURAZO
- BERNARD GOH
- DAVID HALL
- RON MASSEY
- MARTIN MOHR
- FILIP MUSZYNSKI
- HYEWON PARK
- CHRIS RISSO
- HUSSEIN SALEH
- THEODORE SIEGEL
- JEREMY TRASK
- FRANCISCO ZAVALA



HAPPY NOVEMBER BIRTHDAYS

- GREG BELOIT
- FABIO CRESCIMONE
- GARY FAJACK
- SUNIT KAKKAR
- MAURICIO MANZANO
- CHRISTINA MARTI
- OTA MASAOKI
- DOUG MCCLARY
- ROBERT RUCHHOFT
- CHRISTOPHER THOMAS
- JEREMY TRASK
- DASUNI WEERARATHNE
- ROBERTO ZORZI



CALENDAR	
DEC 15:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
JAN 30, 2013:	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!
DEC 9:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
DEC 2:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
DEC 8:	Catalina Aero Club 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.
DEC 9:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html
DEC 16:	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.
NOV 28:	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!
NOV 25:	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 .
JAN 12-13, 2013:	Cable Air Show 2013 is looking forward to blue skies again, with just a wisp of white clouds for the photographers, for its 38th annual Air Show on January 12-13, 2013 at Cable Airport in Upland. Activities start with a pancake breakfast at Maniac Mike's Café at 8 a.m., then at 10 a.m., Just In Time Parachute Skydivers jump out of their airplane over a mile high with freefall speeds of 120 mph. What a way to start the show! The afternoon show starts at 2 p.m. All flying enthusiasts will experience the joy of flight through displays and flight demonstrations, skydivers, antique and homebuilt aircraft, warbirds, and the radio controlled aircraft. There will be plenty of food from various booths to eat and kids of all ages are able to get flying memorabilia and souvenirs from a variety of wares. Come out and join us for a spectacular weekend of planes, planes, and more planes. For more information, go to www.cableairport.com
DEC 1:	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.

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