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MAY 2013

HAPPY MEMORIAL DAY!

EDITOR C. ROBINSON



WHAT'S UP? THE SHADOW KNOWS

AOPA has a good article on misjudging taxi clearance, that is, the distance from one's own aircraft appendage to a nearby aircraft appendage. "Airplanes are as ponderous on land as they are graceful in the air. A whirling propeller is a poor form of propulsion at typical taxi speeds--it takes a lot of power to get going, and less than idle power to maintain a slow, safe pace. A tricycle landing gear has nowhere near the stability of a four-wheeled vehicle such as a car; you steer with your feet, and each main wheel brake operates independently of the other. The relatively poor ground control dynamics of an airplane, combined with long wings, make for difficult taxiing in close quarters."

Last month, a student pilot and his instructor taxied a club Cessna 152 into a Cirrus. The wingtip of the C-152 hit the Cirrus about 4" from the trailing edge of the rudder. Fortunately, The taxi speed was slow and our two-place aircraft did not sustain any damage. However, nearly every time a rudder impacts anything other than air or human elbow grease during an aircraft wash, the rudder needs to be replaced. And, pardon my grammar, but rudders ain't cheap. The damage to the Cirrus was soooo avoidable, especially since it was a sunny day, because one way to tell if you are going to clear another airplane when taxiing is to look at shadows--the shadow of your wing tip, and the shadow from whatever part of the nearby airplane you will be close to. If there is light between the shadows, you should be safe, but proceed slowly.

If it is cloudy and there are no shadows, or it is night, don't taxi in close quarters unless you have a good spotter or wing walker to monitor clearances from other airplanes.

Shadows can also be used during flight as an additional tool to scan for traffic. Though not always possible, aircraft altitude and the angle of the sun may create a shadow on the ground below. Include the aircraft shadow in your scan – especially in the practice area or in the traffic pattern. When conducting a pre-flight passenger briefing, enlist passengers' help in scanning for traffic, including checking the ground on their side of the aircraft. For most passengers, it will be an interesting challenge to follow the flight's shadow. Spotting a converging shadow will notify the pilot of potential traffic, alerting the crew double-check for the converging aircraft's altitude.

CLUB REGULATIONS UPDATED

Recently added to the Piloting Aircraft paragraph of our regulations:

No person shall "prop-start" or "hand-start" club aircraft.

An attention-getter found on an EAA website: "95% of all piston pilots have never handdropped. Of the 5% who have, 3% are single armed pilots who state they will not handprop in the future but feel they know the procedures very well (now). 0.1% of this group are no-armed pilots who have multiple handpropping experiences and claim they would handprop again if they could.

An aircraft propeller deserves respect on the ground -- it must always be treated as though the ignition has been left on and the engine is just a heartbeat from starting. Also, if a magneto's p-leads have broken, or wires or connections between the switch and the magnetos break or come loose, one or both mags may be "hot," or ready to deliver spark whenever the prop is turned. Assume the worst and you'll never be surprised.

Some pilots, upon engine shutdown, check that the magnetos properly shut down the engine by switching the ignition to "off" then back to "both." However, club aircraft undergo 50- and 100-hour checks, averaging each 3 weeks, which is often enough to check for broken wires or other problems with engaged mags. The problem with pilots checking for "hot" mags is (1) some club aircraft fly multiple times per day – p-leads don't have to be checked that much! (2) if the key has been left in the ignition, whether to Left, Right or Both, the prop will be "hot" regardless of the condition of p-leads or grounding wires, and (3) improperly switching the ignition switch off with the engine running can cause backfires and engine damage.

To keep the propeller healthy, avoid pulling the airplane around by the prop – use the tow bar. Neither the engine nor the prop were designed for the loads required to maneuver the whole airplane around on the ground. Avoid pushing the airplane by the spinner. The spinner and backing plate are fragile and pushing on them can cause the backing plate to crack and can lead to spinner failure.

When walking in the tiedown area, be sure that any time you touch a propeller the magnetos are in the Off position – preferably with the key in your pocket. Even then you must assume the engine could start. That means keeping all parts of your body out of the propeller's 360 degree arc.

TEXTING IN FLIGHT From Aviation Week

While the National Transportation Safety Board (NTSB) has long highlighted its safety concerns about texting while driving, the agency is turning its attention to texting while in flight. NTSB made a series of recommendations last week covering the use of portable electronic devices aboard aircraft flown under Parts 135 (on-demand) and 91 Subpart K (fractional).

The recommendations – including for an outright ban on "non-operational" use of PEDs for pilots while flying under 135 and 91K -- stemmed from its investigation of the Aug. 26, 2011 crash of an Air Methods Eurocopter AS350 B2 helicopter that was on an emergency medical services (EMS) mission.

That accident was the apparent results of fuel exhaustion and the pilot's failure to properly enter autorotation after the engine flameout. But the safety board cites as a contributing factor the "pilot's distracted attention due to personal texting during safety-critical ground and flight operations."

Investigators discovered that the pilot texted while the helicopter was in flight, while the helicopter was being prepared for return to service and during a call with the company's communication specialist to discuss a potential shortage of fuel. This, NTSB says, "was a self-induced distraction that took his attention away from his primary responsibility to ensure safe flight operations." While NTSB did not find evidence that the pilot was texting at the time of the engine failure, his texting while airborne violated the company's cell phone use policy.

CHANGES IN THE A/FD

The current Airport/Facility Directory Southwest (May 2 – June 27, 2013) has a few changes to note in the directory legend:

- ➔ In the section Runway Surface and Length, the option to select "sand" has been added to describe the composition of such runway surfaces.
- ➔ In the Airport Diagram Hot Spots section, Santa Maria airport, one of the destinations in the club's Part 141 Training Course Outline, has expanded the areas where pilots should take extra care to hold short of Runway 12. Also, additional areas on the airport have been added to the warning that a complex taxiway intersection is in close proximity to the runways.
- ➔ The A/FD chart bulletin for the LA Helicopter chart announces the elimination of the Manhattan Beach Heliport.

CONGRATULATIONS!

ACCOMPLISHMENTS			
BOYKE AIRLANGGA	First Solo	C-172	CFIs VASANDANI/ BEBENSEE
WILLIAM LENAGHAN	Instrument	Warrior	CFI AARON KRIEGER & CFI TOMAS MARTINEZ
BRIAN HERSCHER	CFI	C-172RG	CFI RYAN DAVIS, CFI CHRIS ROTH & CFI CHRIS BEBENSEE
GREGORY J. MYERS	Reinstated CFI	Seminole	

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

TOP GUN AWARD goes to WILLIAM LENAGHAN for logging the most flight hours in club aircraft in April! Runners up were CHESTER SEVILLA and BOYKE AIRLANGGA !!!

ALUMNI UPDATES: MARCO ENRIQUEZ completed his ATP and type-rating in the EMB 145 and is on the line as first officer for American Eagle! And JOEY ROEHRICH reports that he's in Dallas for Citation training for his new position as Chief Pilot at Globaljet in Scottsdale, Arizona. Ben Laack reported that since his departure from the club 5 years ago, he's been flying for Pinnacle Airlines and, as part of the new FAA rest rules and minimum experience requirements that take affect this fall, he will finally be typed in the CRJ with his ATP certification!

SPOTLIGHT ON AMY FULLER



Multi-engine Commercial-rated pilot Amy Fuller is the recipient of a \$3,000 scholarship awarded by the Southern California Aviation Association (SCAA). A case of being in the



right place at the right time, the instructor for Amy's air transportation class at Orange Coast College announced to the class that there were scholarships available and urged the class to apply. The application process involved submitting a 250 word essay stating her aviation goals and how the award would contribute to achieving those goals. Amy is now working with CFI Ryan Davis on her next goal, to complete her CFI rating. We're so glad she decided that Long Beach Flying Club would be instrumental in achieving that goal!

To support her flying habit, Amy has worked for the past eleven years at Cal Fire in San Bernardino. We all wish Amy the best of luck with her aviation career!!!

For more information, go to www.scaa.memberlodge.com and www.orangecoastcollege.edu

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

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

CALENDAR

JUN 15:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
JUL 30:	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!
JUN 9:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
JUN 2:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
JUN 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.
JUN 9:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html
JUN 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.
MAY 29:	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!
MAY 26:	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. Cost: \$5.00. Info: www.airnav.com/airport/L70 or dulceair@sbcglobal.net .
JUN 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.
JUN 20:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
JUN 11:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.

NEW & REJOINED CLUB PILOTS! WELCOME!



- WILLIAM BRUEY
- JEFF BUENTGEN
- ERIC CARDIN
- EDWIN CARILLO
- KEVIN DICKEY
- BOB EICHOLZ
- SCOTT ELLWOOD
- MARC MCAULEY
- JOHN MILLER
- ALI MOGHNIEH
- ALEX ORLALE
- GARY PIRNAT
- CHRISTELLE ROCHCONGAR
- EUN CHEON (JAMES) WON



HAPPY MAY BIRTHDAYS

- BRANDON ABREGO
- THERESA AMENHEN
- HECTOR AVILA
- WILLIAM AZZALINO
- SUSAN BAKER
- JOHN BARBOUR
- KENDRA BASE
- DAVID BROOKHYSER
- ERIC CARDIN
- FRANKLIN CASTILLO
- TIM CASWELL
- PRIYAN DEVAPRIYA
- TIM ENGEL
- JUAN J FLORES
- ROGAN GIRARD
- DAVID GLENDAY
- JAMES GOODGER
- NICHOLAS HARDY
- SHAUN KIMMITT
- ROBERT LEE
- JOE LORENZEN
- CAROLINA MARIN
- MOULIK PATEL
- MARK RADFORD
- JOHN RINGEL
- CLIFF SHIGAKI
- JOE TATANGELO
- DON TERRY
- MIGUEL TORO
- PHONG TUAN VU
- DAVID WILCOX
- ROBERT WILSON

42, the Movie

The recently-released movie titled "42" tells the story of famed baseball player Jackie Robinson's life. Vintage aircraft were used to set up the scenes involving Robinson's travels with the Brooklyn Dodgers, the filming taking place at Atlanta's Fulton County-Brown Field Airport (FTY). Candler Field Museum, located at near-by Peach State Airport (GA2), provided a DC-3 and a Lockheed 12, both pristine aircraft. The logo on the DC3 had been changed for the filming. The movie was set in the mid -1940s and the aircraft fit right in.



Above, museum members Joe Shephard's and Ron Alexander's Lockheed 12 and DC-3, respectively, wait for the cameras to roll.



Above, N28AA is a 1940 Douglas DC3A, engines: Pratt and Whitney R-1830.

Right, N2072 is a 1936 Lockheed Electra Junior, engines: Pratt and Whitney R-985.



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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.

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\$99 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
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