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# LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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everything in between!*

**AUGUST 2013**      **AVIATION DAY IS AUGUST 19TH**      **EDITOR C. ROBINSON**



## WHAT'S UP? TFR EVENTS

For those of us living in near Hollywood and other politically affluent areas, Presidential Temporary Flight Restrictions (TFRs) covering a circle with a diameter of 60 NM for a period of 2 or 3 days, have become a common occurrence. I had hoped that after Obama's reelection last year that presidential TFRs would become few and far between. Not true as just last week pilots based at LGB experienced two days of TFR-induced flight restrictions.

The impact of these two days was even more evident as last-minute TFR changes put the onus on live flight briefers to describe the TFR boundaries; without the graphic depiction of the TFR, it was very difficult to flight plan routes close to the 10 nm inner core. At least 1/3 of the aircraft scheduled to fly that day cancelled in frustration, unwilling to risk their pilot certification in the uncertain airspace.

To quantify the loss of flight training, for simplicity sake, forego consideration of the loss of income to the flight instructor, the loss of momentum for the student's training program, the additional expense for the student as the program gets stretched out another day. From purely the flight school perspective, the business assets (aircraft) did not produce income that day. If 12 flights were cancelled, we're looking at 2% of the monthly revenue stream. Comparing flight training to the farming industry, a farmer in the middle of the country experiencing a 2% loss of crop output is in jeopardy financially.

Looking at the brighter side, two-thirds of the flights did dispatch successfully. Generally, TFR information is available 2-3 days before the restriction. The successful flights were ready with their flight plans and were good to go. Allocate a little extra time for flight planning, and a TFR in place won't be a reason to stay on the ground.

## WHAT WE HEAR – EXPECTATION BIAS from [faasafety.gov](http://faasafety.gov)

A pilot calls the tower and reports ready for departure on Runway 10. The controller clears the pilot for takeoff on Runway 17. The pilot reads back his clearance for takeoff on Runway 10 – and then stops on the runway when he spots an aircraft inbound opposite direction for his runway.

The Air Traffic Control System is heavily dependent upon verbal communication to exchange information between controllers and pilots. Hearing what we *expect* to hear is frequently listed as a causal factor for pilot deviations that occur both on the ground and in the air. In the scenario above - the pilot expected to be cleared for takeoff on Runway 10 – and the controller expected to hear from an aircraft that had been taxied to Runway 17. These professionals were captured by their own expectations. The European Air Traffic Control Unit (Eurocontrol) defines ATC expectation bias as “having a strong belief or mindset toward a particular outcome.” Hearing what we expect to hear is frequently listed as a causal factor for pilot deviations that occur both on the ground and in the air. A recent analysis of runway incursion data shows that expectation bias is one of the most common causal factors for pilot deviations. Data from the Air Traffic Safety Action Program confirms this fact.

What can you do as a pilot to mitigate expectation bias? Understand that expectation bias often affects the verbal transmission of information. When issued instructions by ATC – focus on listening and repeat to yourself exactly what is said in your head – and then apply that information actively. Does the clearance make sense? If something doesn't make sense (incorrect call sign, runway assignment, altitude, etc.) – then query the controller about it.

Don't let your expectations lead to a pilot deviation. Listen carefully – and fly safe!

## FAA RELEASES FINAL ATP CERTIFICATION RULE from [AOPA.ORG](http://AOPA.ORG)

The FAA on July 10 released the final rule for the Pilot Certification and Qualification Requirements for Air Carrier Operations, which will require pilots to hold an air transport pilot certificate in order to fly for an air carrier.

Pilots applying for an air transport pilot (ATP) certificate and those intending to serve as first officers for airlines will be the ones most affected by the new rule. But it will also affect pilots wanting to serve as pilot in command in Part 121 air carrier operations, part 91 subpart K operations, or Part 135 operations because of changes to requirements for obtaining an ATP certificate.

Pilots pursuing an ATP certificate after July 31, 2014, in addition to having 1,500 hours, will have to complete a new, yet-to-be developed, ATP certification training program. The program, consisting of 30 hours of ground and 10 hours of simulator training, must be completed prior to being eligible to take the ATP written and practical tests. The 10 hours of simulator training will include six hours of training in a level C or D (full-motion) simulator. According to the rule, this course will only be offered through Part 141, 142, 135, or 121 certificate holders, not allowing for Part 61 flight schools to develop courses and provide the training.

The new rule also establishes a new ATP certificate with restricted privileges for multiengine airplane only. The restricted ATP certificate can only be used to serve as a first officer at an air carrier. To obtain that certificate an applicant must be at least 21 years old, hold a commercial pilot certificate with an instrument rating, complete an ATP certification training program, and pass the ATP written and knowledge tests. For the restricted ATP certificate, applicants do get some relief as they are required to have at least 750 hours total time as a military pilot; at least 1,000 hours total time and a bachelor's degree with an aviation major; at least 1,250 hours total time and an associate's degree with an aviation major; or 1,500 hours total time as pilot.

## MORE ON CARBURETOR ICING Submitted by Forest Kirst, CFII A&P IA, Fairbanks, Alaska

It's always carb heat weather. Most of the crashes involving single engine airplanes in the lower 48 involving mysterious engine stoppages are carb ice issues. Carb ice typically forms between 20 to 70 degrees F. but can form at almost any temperature with some humidity. A drop of 25-50 RPM is the first sign of carb ice and should cause the immediate application of carb heat. Cessna 150/152s are the worst offenders for some reason. Most problems cause pilots extra paperwork (NTSB/FAA) because of carb ice seems to happen on 50 to 80 degree days and no carb heat was applied. Carb ice forms just as easily at 70 degrees with 30% humidity as it does at 45 degrees and 80% humidity. At minus 30 degrees F, carb heat is quite often used just to keep the engine running smooth for taxi and takeoff, just like on older cars.



ACCOMPLISHMENTS			
YUSTINUS RESKI	First Solo	C-172	CFIs VASANDANI/BEBENSEE
DANIEL YOO	Private	C-152	CFI RICHARD GARNETT
TZU-CHIANG (JOHN)	Private	C-152	CFI CHRIS ROTH
DARREN WONG	Private	C-172	CFI PETER ENGLER
CHESTER SEVILLA	Instrument	C-152	CFI RYOTA SUZUKI
FELIPE NETO	Instrument	C-172	CFI CHRIS ROTH
LING HSU	Instrument	C-152	CFI CHRIS ROTH
TAKAYORI OSAWA	Instrument	C-152	CFI RYOTA SUZUKI
BRIAN ROBERT RINGEL	Commercial Single	C-172RG	CFI JOHN RINGEL
IRVING CONTRERAS	Commercial Multi	Seminole	CFI RYOTA SUZUKI

**CONGRATS** to BRIAN HERSHER, top CLUB CFI for July, logging the most hours of dual given in club aircraft! Runners-up were LORENZO BOLOGNESI and DAVID SHIM!

**TOP GUN AWARD** goes to LING HSU for logging the most flight hours in club aircraft in July! Runners up were WOOSUNG PARK and HYEWON JANG!!!

**SANTA MONICA: LANDING FEES INCREASED AUGUST 1st**

Users of the Santa Monica Airport will see a hike in landing fees beginning August 1. The Santa Monica City Council passed a resolution at a special meeting in April raising the fees to \$5.48 per 1,000 pounds of aircraft, and these new price guidelines could increase up to \$5.89 per 1,000 pounds of aircraft by 2016.

Edward Storey, a pilot and board member of the Friends of Santa Monica Airport, argued against raising the fees. "The airport is the destination for the economic roadway in the sky," he told the council. "The raising of landing fees is madness." Approximately 95 people spoke at the special meeting -- many of the speakers opposed to the hike in fees were pilots and flight instructors who claimed that the new prices could put many of them out of business. Others suggested that raising the rates is part of a larger plan to eventually close the airport, which some organizations and residents are in favor of doing. Prior to Aug. 1, the landing fees were \$2.07 per thousand pounds of certificated maximum gross landing weight.

**NOTAM:** Club pilots wishing to write articles for our monthly newsletters would be greatly appreciated! Many thanks to Forest Kirst for the help with this month's newsletter!

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

**NEW & REJOINED CLUB PILOTS! WELCOME!**



- DARA ALBOUYEH
- TYLER AMPARANO
- RICHARD BURKE
- CAMERON COLLINS
- VAUGHAN DEHART
- SHEHAN DESILVA
- ERIC DHALL
- VICTOR ELLIOT
- FABRICIO FIGUEROA
- ALBERTO GALLEGOS
- GIOVANNI GOMEZ
- FRED GUERIN
- RICK GUTIERREZ
- MATTHEW HARRISON
- ERIC HEIGIS
- CHIN YIU (JOHN) HO
- TOM HOGAN
- OLAN JULIANO RIZAL
- JOSEPH DANE KAZEM
- ADAM KINNISHTZKE
- ANTHONY LUU
- SERGIO NOBILONI-LALONI
- WOOSUNG PARK
- YAMAMOTO PHAM
- ELVAN PRICE
- NUWAN RANASINGHE
- RYAN ROYBAL
- JOHN STEVENS
- IMAMUDDIN JAT WICKASONO
- ANDREAS YUDISTIRA

**CALENDAR**

SEP 21:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, <a href="http://www.flabob.org">www.flabob.org</a> .
OCT 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!
SEP 8:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, <a href="http://www.aerospacemuseum.org">www.aerospacemuseum.org</a>
SEP 1:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 <a href="http://www.amszp.org">www.amszp.org</a> .
SEP 14:	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.
SEP 8:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: <a href="http://www.whpsafety.org/display.html">www.whpsafety.org/display.html</a>
SEP 15:	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.
AUG 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!
AUG 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. Cost: \$5.00. Info: <a href="http://www.airnav.com/airport/L70">www.airnav.com/airport/L70</a> or <a href="mailto:dulceair@sbcglobal.net">dulceair@sbcglobal.net</a> .
SEP 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.
SEP 19:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
AUG 15:	LGB MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club to sign up.
SEP 10:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.
SEP 14:	EAA 96 FLY-IN AND MODEL EXPO COMPTON AIRPORT, "Turning Aviation Interest into Reality," \$3 Admission, kids under 10 are free. Radio Control Demonstrations, Free Admission and Lunch Ticket for all Fly-In's, Banner Tow Demonstrations. Gates/Fly-in 9 am, Fly-In, Model Aircraft Expo 10 am - 2:45 pm, 3 pm Gates Close / Departures. Note: KCPM will be closed to all training and nonevent related flights from 1000 – 1500 hrs. Contact: 310-605-7977, <a href="http://www.aviation4fun.com">www.aviation4fun.com</a>

**HAPPY AUGUST BIRTHDAYS**



- KEVIN APEL
- LORENZO BOLOGNESI
- JEFF BUENTGEN
- GREGORY CAMPBELL
- ALEXANDER CHEN
- WON-SEOK CHOI
- WALTER A. COHN
- DOUG CRIPPS
- RYAN DAVIS
- VAUGHAN DEHART
- EDGAR FLORES
- DEAN HALL
- GEORGE HANNIFF
- NOLAN HERZOG
- MARK R. HILSTAD
- ERIC HWANG
- DAVID LOCKE
- JAMES LOISCH
- JOHN MITCHELL
- PEJMUN MOTAGHEDI
- HAJIME NAKAMURA
- FELIPE NETO
- REED NOVISOFF
- ARISTOTLE PAPASTAVROU
- BLAIR RAGSDALE
- RANJEET RAJAN
- FRANK REINMILLER
- YUSTINUS RESKI
- RICHARD RIGNEY
- SATOSHI TATESHIMA
- JORGE TORRES
- KAJIRO UENO
- ENRIQUE VERA
- BRIAN WONG
- FRANCISCO ZAVALA

2013

EAA 96

FLY-IN  
& MODEL

EXPO

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ARE FREE!



*Schedule:*

9am Gates Open / Fly-In  
10am - 2:45pm Model Aircraft Expo  
3pm Gates Close / Departures

- Radio Control and Control Line Model Flying for Stunt, Giant Scale, and Jets
- Live Training Opportunities
- Flight Simulators
- Glider Assembly and Flying (under age 10)
- Free Admission and Lunch Ticket for all Fly-In's\*
- Banner Tow Demonstrations
- Hobby Sales Booths
- Autograph Sessions
- Lunch and Refreshments Available
- Fold-Up Chairs for Seating Welcome
- Free Parking

FIND US ON  SEARCH **EAA CHAPTER 96 FLY-IN AND MODEL EXPO**  
\*CALL 310-605-7977 OR VISIT [WWW.AVIATION4FUN.COM](http://WWW.AVIATION4FUN.COM) FOR MORE INFO

• SATURDAY - SEPTEMBER 14 •