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OCTOBER 2013

HAPPY HALLOWEEN!

EDITOR C. ROBINSON



WHAT'S UP? "KNOW YOUR AMMETER" OR "THE QUEST FOR THE PERFECT FLIGHT"

Given: (1) Aviation author Richard L. Collins calls it "the pilot's greatest challenge--the search for excellence in every flight" and (2) "D'oh!" ('doo/DOH) is a catchphrase used by the fictional character Homer Simpson, from the sitcom *The Simpsons*. It is typically used when Homer realizes that he has done something stupid, or when something bad has happened or is about to happen to him. Thus: The perfect flight is quantified by the minimum times "D'oh!" is invoked.

Aircraft instrument panels are full of gauges, dials, knobs, and displays. Each has an important task and, in training aircraft, there is very little redundancy. Each and every one needs to be monitored as we strive for that perfect flight. The following two events imply that the importance of the ammeter is being undervalued.

The first example flight was at night, and, with maximum loads on the alternator, an undetected alternator circuit breaker popped and, with the alternator off-line, the electrical loads continued to deplete the battery. Even after the problem was detected, lack of a flashlight led to the decision to keep cockpit lighting on, which is contrary to the aircraft checklist. The pilot declared an emergency, causing a lot of paperwork to be generated. All for lack of a flashlight. The moral of the story is to be sure to carry at least one flashlight, preferably two, at night so that electrical equipment can be reduced to a bare minimum in the event of electrical issues.

In the second incident flight, the transponder began to be intermittent, and then the avionics began acting up. When unrelated electrical anomalies occur, the ammeter will verify the existence of an electrical problem — in this case, alternator failure. The pilots continued to their destination and upon arrival, discovered that they had run the battery down and were unable to restart the aircraft. This caused a series of expensive events: a mechanic was pulled away from performing scheduled maintenance to be flown to the stranded aircraft, causing the expense of an aircraft for a non-revenue roundtrip. After getting the incident aircraft started, the expense was incurred for a non-revenue dead-head back to LGB. Several flights were affected due to the absence of a mechanic and the late return of the incident aircraft. With earlier recognition of the problem, the pilots could have turned back to LGB and prevented the costly series of events.

Know how to use the ammeter and make sure to include the ammeter when scanning the instrument panel in flight. There are two types of ammeters:

A zero ammeter, found in our Cessna aircraft, shows zero at the top of the gauge, left of center indicates negative and right of center indicates positive. Its normal charging condition is slightly to the right of center as it charges the battery. A negative indication on a zero ammeter during flight indicates that the battery is not being recharged and that electrical failure is imminent if the pilot does not take action.

A load ammeter, found in our Piper aircraft, gets higher and higher as electrical components draw on its capability. An ammeter indication decreasing towards zero indicates electrical problems. Also provided in the Pipers, a light on annunciator panel provides redundancy to warn the pilot of a possible malfunction in the alternator.

Club aircraft use either 12 or 24 volt alternators. Only a few companies manufacture them; we have tried various manufacturers and they all last a about the same amount of time, approximately 900 hours. Last year we flew over 10,000 hours, so the math indicates that we went through eleven alternators, or about one a month.

Adherence to the procedures spelled out in each aircraft POH checklist for electrical problems will minimize the impact of alternator troubles in flight.

As we strive for that perfect flight, using all resources available will minimize the occurrence of "D'oh!"

SEQUESTER CONTINUES TO HAUNT GENERAL AVIATION

Due to the recent government shutdown FAA knowledge testing will be temporarily suspended at all testing sites beginning October 4th. If you have a test scheduled for after October 4th you will be notified by PSI or CATS. Any questions call: PSI at 800-211-2754 or CATS at 800-947-4228.

In addition, if you have a checkride scheduled after October 4th there may be a delay in receiving your permanent license due to faa closures and slow processing times.

COMMENTS REF OUR SEPTEMBER NEWSLETTER via EMAIL

Good afternoon, As always, a informative and in this case entertaining in reading your news letter. You really captured my attention with the Planes article. The graphic now hangs by the side of my desk. While I was reading your engine priming article I was thinking of the time in Dave Street parking on SNA where my CFI and I watch fuel spill out of an engine cowling while the student and instructor was attempting to start it. One back fire and I'm sure we would have lost at least two lines of aircraft. The amazing part was the CFI of that aircraft focused his anger at us when we were attempting to get their attention ref the fuel coming out of their aircraft. Thanks for sending. Chris D.

MORE ON LGB GEOMETRY STUDY

Our June Newsletter survey "LGB RUNWAYS 16L/16R" asked pilots to help quantify the impact on general aviation flights if Runways 16L/16R are closed and garnered 47 respondents. Responses for three of the questions were most notable:

1. On average, how many flights do you have to cancel a month due to strong crosswinds on runways 25L/25R? The average number of cancelled flights per month was 2 per respondent. Last year we flew over 10,000 hours. With 47 pilots cancelling two flights per month (assume a flight equates to 1.0 flight hours), the result is 1,128 hours flight time lost, over 11% of our total flight hours.
2. Have you ever cancelled a flight due to crosswinds on 25L/7R and/or 25R/7L because [winds were] above the maximum demonstrated crosswind component of aircraft? Over that half of the cancelled flights were due to limitations of the aircraft, not the pilot.
3. Have you ever requested for 16L/16R (when not in use) because of wind conditions? Responses showed that 20% of the time, pilots requesting 16L/R are being approved. Note that since the survey was distributed, Rwy 16L/16R have been closed indefinitely.



Cessna Ammeter



Piper Ammeter

CONGRATULATIONS!

ACCOMPLISHMENTS			
KUNG-JEN LIN	First Solo	C-172	CFI RYAN DAVIS
VAUGHAN DEHART	First Solo	Warrior	CFI DON SWETT
WILLIAM BALD	First Solo	Warrior	CFI AARON KRIEGER
GREYDEN HEADBERG	First Solo	C-152	CFI RYAN DAVIS
SEBASTIAN GEHRIG	First Solo	Warrior	CFIs GARNETT/KOLLESBERGER
NUWAN RANASINGHE	First Solo	C-152	CFIs GARNETT/BOLOGNESI
ORIOLE MARTOS-ISIDORO	First Solo	C-152	CFIs GARNETT/BOLOGNESI
MUHAMMAD RISKYAWAN	First Solo	C-152	CFIs BEBENSEE/VASANDANI
RYAN TRAN	Private	C-152	CFI DON SWETT
BRETT BARRETT	Private	Warrior	CFI RICHARD GARNETT
YUSTINUS RESKI	Private	C-172	CFIs BEBENSEE/VASANDANI
CLAY LEYTON	Instrument	C-152	CFI MONTY GROUTAGE
YUKI TARIGAN	Instrument	Warrior	CFIs BEBENSEE/VASANDANI
TAKAYORI OSAWA	Private Multi	Seminole	CFI RYOTA SUZUKI
BRIAN HERSCHER	CFII	C-152	CFI RYAN DAVIS

NEW & REJOINED CLUB PILOTS! WELCOME!



- WILLIAM ROSENBERY
- BRADLEY FERRIS
- PATRICK BOHLING
- VRISKA ANDINI ANWAR
- KEVIN CLARK
- DAVID AYALA
- JOSE ROMO
- DANIEL ALFSON
- KEVIN SANCHEZ
- ALLEN SPENCER
- RAND STERRETT
- BUDI SANTOSO

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

TOP GUN AWARD goes to BOYKE AIRLANGGA for logging the most flight hours in club aircraft in September! Runners up were DAVIDE BRAVIN and YUSTINUS RESKI!!!

ALUMNI REPORT: Hello, Melvin White here. I just wanted to give you an update on my current status. After flying for American Eagle for just shy of 5 years, I was hired by JetSuite Air in May 2012 and I am currently a Captain on the Phenom 100 based in Van Nuys. I obtained my Private Pilot license at the Long Beach Flying Club in May 2007. Hope all is well and hopefully I have more updates for you in the near future. Mel

EMAILED: Greetings from the North of England ! I learned to fly with you and did my first solo on 26th December 1995 ... that's longer ago than I thought :) ... my CFI was a great lady called Julie Thiele, the plane, a Cessna 152 N67932 ... is that still on your books ? I still receive your newsletter and thought I would just write and say HELLO ! I flew for twelve great years here in the UK on a private license and was part owner of a wonderful Auster 5 aircraft, photo attached! Hope all is well there, it certainly seems like your lovely club is flourishing. Kind regards, Ian Naylor



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!!!



HAPPY OCTOBER BIRTHDAYS



- DANIEL ALFSON
- TYLER AMPARANO
- WILLIAM BALD
- WALTER BENCH
- ROMAN CHAVEZ
- RICK DAVILA
- ERIC DHALL
- KAVI FERNANDO
- AMY FULLER
- PAUL HARFORD
- GREG LONG
- ALEXANDER MATA
- LISA MCCLELLAN
- SERGIO NOBILONI-LALONI
- RANDY OKTIFAN
- JONATHAN PORTILLO
- WENDY SHEW
- ERNESTO TORRES LEON
- RAY WERTZ

CALENDAR	
NOV 16:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
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!
NOV 10:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
NOV 3:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
NOV 9:	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.
NOV 10:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html
NOV 17:	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 22 ***	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!
OCT 27:	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 .
NOV 2:	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.
OCT 17:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
OCT 17:	LGB MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club to sign up.
NOV 12:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.



Ian Naylor and his Auster 5



Clay Leyton Instrument Pilot!



Yuki Tarigan Instrument Pilot!



**Takayori Osawa Private Multi Pilot
and CFI Ryota Suzuki!**

CONGRATULATIONS!



Ryan Tran Private License!



Nuwan Ranasinghe First Solo!



Oriol Martos-Isidoro First Solo!

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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

\$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
HOLLYWOOD TOUR:
Dodger Stadium * Hollywood Sign * Beverly Hills * Getty Center * Palos Verdes * Queen Mary

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