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Valentine's  
Day!

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**FEBRUARY 2014**

**HAPPY VALENTINES DAY!**

**EDITOR C. ROBINSON**



## WHAT'S UP? BLUE ANGELS COMING TO L.A. COUNTY!

The U.S. Navy Flight Demonstration Squadron, the Blue Angels, will rock the skies of LA County headlining the 2014 LA County Air Show! The Blue Angels demonstrate the precision taught to all naval aviators while flying less than 36 inches apart in the four-plane diamond, echelon and six-plane delta formations, while the opposing solos demonstrate the power and maneuverability of the Navy's elite strike fighter, the Boeing F/A-18 Hornet.

Mark your calendar for **March 21st and 22nd, 2014 at William J. Fox Airfield**

In addition to the Blue Angels, the Air Show will showcase thrilling jets, world-renowned aerobatic performers, warbirds, and vintage aircraft that will inspire both young and old to dream big. Performers include (but not limited to): Special performance by the Lockheed C-130 support aircraft, affectionately known as 'Fat Albert'; Heritage Flight – P-51 Mustang and F-86 Sabre Jet; Red Bull Air Force – Including Chuck Aaron in his aerobatic helicopter, Kirby Chambliss flying gravity-defying aerobatics in his Edge 540 and the Red Bull Wing Suit Flyers; Greg Colyer – The Ace Maker featuring the iconic Lockheed T-33 Shooting Star; Bill Braack – Smoke N' Thunder Jet Car, racing close to 400 mph; Korean War Demonstration – featuring a dogfight between an F-86 Sabre Jet and a Mig 15; Lockheed P-38 Lightning Aerobatic Demonstration; Northrop N9MB Flying Wing flyovers; And, so much more!

On the ground, spectators will be able to explore static aircraft displays, interact with pilots and crewmembers, and experience

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## TEARDROP TURN By Peter Garrison, Flying Magazine September 1, 2008, Submitted by Club Pilot Dara Albouyeh

On January 9, 2006, a Cirrus SR20 crashed at Lancaster, California, during a training flight. The airplane had apparently stalled during an attempt to turn back to the runway after a simulated power loss. The helicopter-rated private pilot and his instructor both died on impact.

The Cirrus had arrived half an hour earlier from Van Nuys, 30 miles south, and had made several touch-and-go landings on Runway 6. The wind was 060 at 10 knots, gusting to 17. Either the pilot or the instructor --the National Transportation Safety Board's report is ambiguous --then asked the tower for permission to do a low approach and simulate an engine failure during climb out. This was to be followed by a teardrop turn and a landing on Runway 24. There was no other traffic, and the tower approved the maneuver after calling the pilots' attention to the gusty wind. The student (or the instructor --there is actually no way to know who was handling the controls) executed the turn successfully, though with the loss of "a significant amount of altitude," according to the tower controller.

The pilot then requested permission to repeat the maneuver, which the tower granted. The execution was similar the second time, with a slight turn to the right at the departure end of the runway, followed by a "sweeping" turn to the left. The tower controller did not see the Cirrus depart from controlled flight and hit the ground.

The turn-back after power loss is not a training requirement. In fact, as far as the FAA is concerned it is not even a valid maneuver. As every pilot who has been to ground school knows, the standard advice regarding total power loss during the initial climb is to crash straight ahead. Why? Because experience has shown, on countless occasions, that an airplane attempting to return to the runway after such a power loss is very likely to stall and spin, just as this Cirrus did.

The inflexible and draconian nature of this advice has given rise to a lot of debate. Mostly it is the failed turn-backs that get reported, so how do we know what the odds of successfully completing one really are? Obviously, there must be some altitude at which a turn-back is possible. What is it? And what is the best way to make the turn?

Conscientious instructors take an interest in questions like this. For what it's worth, a consensus of sorts has arisen to the effect that the turn will consume about 800 feet of altitude, and that the angle of bank for the least loss of altitude (this can be demonstrated mathematically as well as practically) is 45 degrees. If there's a crosswind, you should turn into it so as not to get carried farther away from the runway. And so on.

There are plenty of unanswered questions. What about flaps? Full flaps would reduce the radius of the turn and add stall protection, but increase the glide angle. How does the strength of the wind down the runway affect the chances of success? Because different airplanes perform differently, pilots are advised to try out the turn-back maneuver at altitude --meaning, I would think, at least 3,000 feet above the ground --to see what it feels like and how much altitude they lose. Of course, it's going to feel different at low altitude, and different wind conditions may have unforeseen effects. One requirement is to keep the nose down, and that's a good deal harder to do at 200 feet than at 2,000.

As for the Lancaster accident, the NTSB framed the probable cause this way:

"The student pilot's failure to maintain an adequate airspeed while maneuvering and, the flight instructor's inadequate supervision of the flight. A factor in the accident was the strong tailwind encountered as the airplane turned from an upwind to a downwind during the teardrop maneuver."

The reference to the wind betrays a misunderstanding of the effects of wind in turns. A steady wind has no effect on a turn, as is evident when we maneuver at altitude and cannot notice any influence of the wind, whatever its velocity. What can affect an airplane is not the wind itself, but any rapid change in the wind. Such a change can come from gusts or from a change of altitude.

Read more at <http://www.flyingmag.com/safety/accident-investigations/teardrop-turn#osZyCQ21T8pcdjOK.99>

## ENGINE ISSUE AND CHOICES MADE Submitted by Bob Hartunian, Big Bear-Based Pilot/Correspondent

I live and fly out of Big Bear and when the LA basin is socked in with marine layers, we fly to places toward the desert like Hesperia airport which has a great restaurant.

The day before Thanksgiving, I decided to fly down for breakfast and did my usual climb west in my Experimental Pulsar. As I leveled off at 8500' and pulled back power to start a long descent, the engine decided to drop rpm momentarily and within a few seconds, resumed normal operations. I assumed perhaps some water got into fuel and caused the drop. Decided to keep going downhill toward Hesperia at 3400'.

By the time I got down to 5500', the engine acted up again, several times. I now had to decide whether to continue to Hesperia airport or turn back for my home field where all my tools and equipment were in my hangar. If I landed at Hesperia and the engine had problems, might not be able to make it home or worse, might not make a clean climb out and put homes/people in jeopardy should the engine quit altogether. Made the decision to turn around and climb back for as long as the engine lasted.

Flew out over the desert side of the San Berdo mountains, so should engine stop completely, I could glide to a level spot or a dry lake bed. The engine kept running as I reached 9000' and turned into the Big Bear Valley from the northeast. As I was 5 nm away, the engine slowed down to idle but the altitude gave me margin to trade elevation for gliding distance. I easily made the runway and had announced a "precautionary landing" so any other planes would give me priority. Landed with no problems with engine still turning at idle.

During the next days, I found that a piston ring had broken and caused internal damage to that piston, cylinder and head. I spent the next month finding replacement parts and reassembling the engine and purging any particles from inside engine. The engine runs smoothly once more. The reason for the ring break was that 7 years previously, I had installed high compression pistons for more power climbing from Big Bear and during that operation, I must have damaged one ring which finally gave out suddenly.

The point of the story is that you need to be aware of engine operations and always have a plan for contingencies like where you might put down or when to continue a flight and when to stop.

**CONGRATULATIONS!**

ACCOMPLISHMENTS			
THOMAS NELSON	First Solo	C-152	CFIs BEBENSEE/VASANDANI
SHEHAN DESILVA	First Solo	C-152	CFI JOE DEL RIO
RYSKY SYAIFUL YUSREN	First Solo	C-152	CFIs BEBENSEE/VASANDANI
BRAM PAMBUDIANTO	First Solo	C-152	CFIs GARNETT/BOLOGNESI
SHEHAN WIJEYASOORIYA	First Solo	C-152	CFI RYAN DAVIS
GREYDEN HEADBERG	Private	C-152	CFI RYAN DAVIS
RANDY OKTIFAN	Private	C-152	CFIs BEBENSEE/VASANDANI
STEVEN UCHI	Private	C-152	CFI DAVID LOCKE
ANTHONY VILLARREAL	Private	Warrior	CFI HANK SURFACE
KEVIN GABELE	Private	Warrior	CFI JOHN CAMPBELL
IMAMUDDIN JAT WICAKSONO	Instrument	C-152	CFIs BEBENSEE/VASANDANI
YUSTINUS RESKI	Instrument	Warrior	CFIs BEBENSEE/VASANDANI
HAROON HAFEEZ	CFI	Warrior	CFI CHRISTOPHER BEBENSEE

**CONGRATS** to RICHARD GARNETT top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were SUMESH VASANDANI and LORENZO BOLOGNESI!

**TOP GUN AWARD** goes to MUHAMMAD RISKYAWAN for logging the most flight hours in club aircraft in January! Runners up were TZU-CHIANG CHIH and TAEKYUNG LEE !!!

From page 1 interactive attractions and educational exhibits designed to promote STEM. Stay tuned as we announce additional attractions in the coming weeks!

**TICKETS:** Ages 5 and under – Free; Ages 6-12 – \$10.00; Adult 13+ – \$20.00; Family Fun Four Pack: Available online for a limited time only. An \$80 value for only \$50 – Two (2) Adult general admission tickets (Ages 13+), Two (2) Youth general admission tickets (Ages 6-12), One (1) standard parking pass

The Los Angeles County Air Show, Inc. is dedicated to promoting the importance of aviation for continued economic growth, inspiration and educational opportunities for our youth, and enhancing awareness for the service and sacrifice of our military men and women. The mission of the Air Show will, in part, be accomplished by giving back to the needs of the community through a regional scholarship program for individuals who are interested in pursuing a career in the areas of science, technology, engineering, math or aerospace.

For more information about the Los Angeles County Air Show, please visit [www.lacountyairshow.com](http://www.lacountyairshow.com).

**NOTAM:** Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to BOB HARTUNIAN and DARA ALBOUYEH for help with this newsletter!

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

CALENDAR	
MAR 15:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, <a href="http://www.flabob.org">www.flabob.org</a> .
APR 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!
MAR 9:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, <a href="http://www.aerospacemuseum.org">www.aerospacemuseum.org</a>
MAR 2:	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> .
MAR 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.
MAR 9:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: <a href="http://www.whpsafety.org/display.html">www.whpsafety.org/display.html</a>
MAR 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.
FEB 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!
FEB 23:	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> .
MAR 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.
MAR 20	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
FEB 20 & MAR 20:	LGB MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club to sign up.
MAR 11:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.

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



- THORIQ ALFARIZI
- MARK BISHOP
- DMYTRO BOROVKOV
- TIM CASWELL
- CHAK CHAN
- DININDU CHANDRASIRI
- ABDELKADER FELLAGUE
- J.R. HENDERSON
- VICTOR JASNIY
- DANIEL MCKENNA
- ANTHONY PEREZ
- KUWAT RIBOWO
- JONATHAN RITONGA
- BENHARD SILALAH
- RAND STERRETT
- RICK VANDERHOVEN

**HAPPY FEBRUARY BIRTHDAYS**



- CHIP BALDONI
- JOHN BURKE
- KEVIN CLARK
- FRED R. DEVRIES
- PETER ENGLER
- JOHN FISHBURN
- EITER FLORES
- MICHAEL FORD
- DAVID GARCIA
- KARL GARMAN
- FRED GUERIN
- LING HSU
- MINJUN KIM
- LON LUNDGREN
- JOHN MILLER
- TAYLOR MULLIN
- DANTE NIMPOENO
- EVREN OZAN
- STEVE PARK
- GNYANDEV PATEL
- MAZHARKHAN PATHAN
- CHARLES PERRIGOUE
- TED REID
- SHOTA SERIKAWA
- SUNG SU YU



**IMAMUDDIN JAT WICAKSONO**  
Instrument  
with CFI SUMESH VASANDANI



**HAROON HAFEEZ**  
CFI  
With DPE Carol Joyner



**KEVIN GABELE**  
Private Pilot  
Warrior  
CFI John Campbell



**SHEHAN DESILVA**  
First Solo,  
C-152  
With CFI JOE DEL RIO



First Solo,  
C-152

**SHEHAN WIJEYASOORIYA**

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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!

**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