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*Teaching the world
to fly!
With all the aircraft you
need from the first flight
hour to an airline job and
everything in between!*

NOVEMBER 2014

HAPPY THANKSGIVING!

EDITOR C. ROBINSON



EDITORIAL: WHAT'S UP? HIGH ALTITUDE OPERATIONS

Club rules require for pilots flying into Big Bear City Airport (L35) and Catalina's Airport in the Sky Airport (AVX), to have a dual flight to that airport within the previous 12 months. The Catalina requirement is due to overwater operations and the optical illusion created by approaching the short runway which is higher in the middle than the approach ends. The Big Bear requirement is because of the high field elevation and mountain flying techniques.

For those new to flying aircraft, especially, it is often difficult to have faith in the negative effects density altitude can have on a flight because it is not so easily seen. Density altitude really can only be seen through aircraft

performance. Because air is invisible (except with dust or water vapor), it is not possible in VFR weather to tell when it becomes thinner. Thinning happens due to increased space between molecules when an air mass is either warmed, has water vapor added to it, or is raised in elevation. has the following three effects on aircraft performance:

Slower acceleration on takeoff because of a power production reduction
Higher true airspeed required to produce the same lift associated with a lower temperature, which generally requires a longer takeoff roll to achieve
Slower climb because of the reduction in power production and lift

The only way to truly ascertain how an aircraft will perform is to first compute density altitude according to a chart or a calculator and then correlate this information with aircraft performance data in the aircraft's operating handbook. A density altitude chart can be found in all the aircraft tach an hobbs binders.

For high-altitude takeoffs (above 5,000 feet density altitude) the mixture should be leaned just as is done in the climb, just enough to avoid overrich roughness and subsequent power loss. This should be accomplished prior to takeoff by holding the aircraft with the brakes and leaning at full static run-up. Note that fuel-injected engines (7KR, 4SP and 33R) are another ballgame.

BOX CANYONS

Mountain flying, like Mother Nature, can be harsh and unforgiving for all pilots who fails to adhere to the two basic premises for mountain flying. It is really a simple matter to always remain in a position to be able to turn toward lowering terrain and then never fly beyond the point of no return.

The first law, being able to turn away from the terrain while having some extra altitude to descend, encompasses the

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A BAD OCTOBER FOR BIG BEAR

Submitted by **BOB HARTUNIAN, Big Bear-Based Pilot/Correspondent**

We had 2 plane crashes in the last month here in Big Bear.

The first, October 16, was a circa 2000 plane, a C-172 with a 180 hp engine with 3 on board that was coming up to Big Bear from below and managed to get into a canyon with steep terrain and too narrow for pilot to turn around. He hit trees and totaled plane but all 3 people survived. Plane would have had plenty of power to do a normal approach to airport if he didn't get into a canyon.

The second crash happened October 20 with one fatality. Appears that a pilot, possibly from Ohio, was ferrying a Sonex with an Aerovee engine and landed at Big Bear for fuel. Tried to take-off but aborted it, then taxied to try again and managed to liftoff but could not gain altitude. Could only get 30-50' above lake. Came down in dry area of lake in Fawnskin where I live. I went out to determine whether the mixture control was rich but body was still in plane and officials would not let me see. I told them to check on mixture as it sounded as if pilot was unfamiliar with leaning procedures and may have been too rich for this density altitude. I'm just speculating at this but it is typical of many of our crash situations.

FREE - OPEN TO THE PUBLIC
Saturday, November 15, 2014
11 a.m. - 3 p.m.
Long Beach Airport Airfield

FEATURING
Static Displays • Food Trucks • Entertainment
Aquarium of the Pacific • JetBlue Giveaway • Food Drive

Call 562-570-2678 for more information.
Follow us on Facebook and Twitter or on our website, www.lgb.org, for event updates.
Free static display reservations requested by Nov. 11, 2014.

It's that time again...please join us for Long Beach Airport's annual Fly-In. This is a free event featuring static displays of aircraft including our Cherokee Six and the 172SP, entertainment, food trucks, the Aquarium of the Pacific and a JetBlue giveaway! The event will take place Saturday, November 15 from 11 a.m. to 3 p.m. on LGB's Airfield at Taxiway B.

Event parking will be off of Globemaster Way between E. 36th Street and E. Wardlow Road, past the Boeing facility and directly across from the entrance to Airflite.

We will have a tent set up next to our aircraft with a few flight instructors standing by to answer any questions and to hand out club info. We hope to see you there!

CHRISTMAS AND THANKSGIVING are coming!!!

We will have the following office hours during the holidays:

8:30 AM to 1:30 PM	Wednesday, November 26, 2014	Thanksgiving Eve
Closed	Thursday, November 27, 2014	Thanksgiving Day
8:30 AM to 1:30 PM	Wednesday, December 24, 2014	Christmas Eve
Closed	Thursday, December 25, 2014	Christmas Day
8:30 AM to 1:30 PM	Wednesday, December 31, 2014	New Year's Eve
Closed	Thursday, January 1, 2015	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 CLUB PILOTS! MERRY CHRISTMAS PARTY!

Club pilots, family and friends are all invited to the Long Beach Flying Club & Flight Academy Christmas party on Saturday, December 13th from 6:00 PM to 10:00 PM!

For more details and to RSVP:
www.schedulepointe.com



ACCOMPLISHMENTS

JILL BROWN	First Solo	C-152	CFI JOHN CAMPBELL
SANTIAGO SABGA	First Solo	C-172	CFI HANK SURFACE
JESSICA WANG	First Solo	C-172	CFIs SUZUKI/MUDGAL
SUNLIZ DONATO	Private	C-152	CFIs GARNETT/BOLOGNESI
GONGJU KIM	Private	C-152	CFI RICHARD GARNETT
MADHU KOLLI	Private	Warrior	CFI HAROON HAFEEZ
PIETRO VALENTI	Private	C-152	CFIs GARNETT/BOLOGNESI
THORIQ ALFARIZI	Instrument	C-172	CFIs MARTINEZ/ VASANDANI
KEVIN GABELE	Instrument	Warrior	CFI JOHN CAMPBELL
PRATAMA MARGAPUTRA	Instrument	C-152	CFI BRIAN HERSHER
SHEHAN WIJEYASOORIYA	Instrument	C-152	CFIs SUZUKI/MUDGAL
RANDY OKTIFAN	Commercial Single	C-172RG	CFIs MARTINEZ/ VASANDANI
MICHAEL STONE	Commercial Single	ARROW	CFI JOHN CAMPBELL
TAEKYUNG LEE	Commercial Multi	Seminole	CFIs SUZUKI/MUDGAL
DENNIS BORIK	CFII	C-172	CFI RYAN DAVIS



CONGRATS to SUMESH VASANDANI, top CLUB CFI for October 2014, logging the most hours of dual given in club aircraft! Runners-up were LORENZO BOLOGNESI and RICHARD GARNETT!

TOP GUN AWARD goes to SANGCHEON PARK for logging the most flight hours in club aircraft in October. Runners up were JONATHAN RITONGA and HYEJEONG PARK!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to BOB HARTUNIAN for the help this month!

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

NOTAM: Happy 34th anniversary -- November 15, 1980 marks the beginning for Candy working at Long Beach Flying Club !!! And October 27th marked our fifteenth year in our "new" building!

Editorial (Continued from page 1) idea that you never enter into a canyon if there is not sufficient room to turn around. The second law requires the pilot to establish a turn-around point whenever flying upslope terrain. The point-of-no-return is defined as a point on the ground of rising terrain where the terrain out climbs the aircraft. The turnaround point is determined as the position where, if the throttle is reduced to idle, the aircraft could be turned around safely during a glide. Obviously, if you exercise this option, the power is not reduced to idle. This is merely a gauge to judge and establish the point over the ground where an escape turn must be made.

JUST A REMINDER: BACK TO PACIFIC STANDARD TIME

Daylight savings ended the first week of November. Don't get caught by earlier night conditions or confusing FARs. With the days getting shorter, many pilots will be doing more of their flying at night, making this the perfect time to get all of the night flying regulations straight.

Use of position and anticollision lights, FAR 91.209, requires lights on "during the period from sunset to sunrise."

Night as defined from FAR 1.1, used for log book purposes, is the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time."

If you need to get night current to carry passengers, follow the definition of night as described in FAR 61.57(b), which is the "period beginning one hour after sunset and ending one hour before sunrise." Remember, to get night current you will need to make three takeoffs and landings to a full stop in an aircraft of the same category, class, and type.

To help remember, try Lights, Logging, Luggage (it's not nice to call the passengers baggage. Better memory aid? Let us know!

SCHEDULEPOINTE.COM

Good news...we are now scheduling our airplanes online! You can begin scheduling all aircraft for November and beyond using www.schedulepointe.com. If you don't have or don't know your log in username and password please contact dispatch. For any questions please ask dispatch and for concerns or issues please let us know via a Facebook message or contact Rudi via email at rdy4ft@gmail.com.

We will be improving the scheduler periodically enabling additional features. For now, log in and update your profile with as much information as possible. Enjoy!

JOHN WAYNE RUNWAYS GET RENAMED

It's official and the painting is completed — Runways 01/19 have been officially renamed 02/20. The approach charts and airport diagram have been revised. Changes to the Los Angeles Sectional and Terminal Area Charts will included next month when the December charts are published.



NEW & REJOINED CLUB PILOTS! WELCOME!



- PHILIP CARTA
- ARFI GIRESSA
- RABBANI HASSAN
- RICHARD HENDERSON
- STEPHEN HERNANDEZ
- SAMER HUSSEIN
- JUNG KIWOONG
- RAJAA LAMSAISSI
- ZAHID MUHAMAD
- HERBERT PEISE
- BRIAN RINGEL
- JONGYEUN (JOE) YU

HAPPY NOVEMBER BIRTHDAYS



- WILLIAM BRUEY
- IVAN CAMPOS
- DALE CHOPPIN
- RAGY ELFAHAM
- RABBANI HASSAN
- STEPHEN HERNANDEZ
- IVAN KUBICA
- JIMENA LORENZO
- MAURICIO MANZANO
- DOUG MCCLARY
- MACKENZIE PEFFLEY
- ROBERT P. RUCHHOFT
- ZACHARIAH RUHL
- SARAH SANTOS
- AARON SEATO
- RYSKY SYAIFUL YUSREN



SANTIAGO SABGA
First Solo



JESSICA WANG
First Solo



SHOTA SERIKAWA
Instrument Rating



PIETRO VALENTI
Private Pilot



TAEKYUNG LEE
Commercial Multi

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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

\$89 for one, two or three in a C172 or Warrior
Fly with an FAA Certified 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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