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DECEMBER 2014

MERRY CHRISTMAS!!!

EDITOR C. ROBINSON



EDITORIAL: WHAT'S UP? THE BEGINNING OF THE END FOR 16L/16R

A sad day for general aviation in LGB. The article below, from gazettes.com, "celebrates" the demise of a valuable general aviation resource, the crosswind runways at Long Beach Airport.

The runways have been in operation sporadically for a number of years, then were closed indefinitely last year due to lack of maintenance. We last used Runway 16R in March 2013. Runway 16L has been almost continually closed for several years due to construction activities on the main terminal ramp. Also, during projects such as terminal improvements, using the runways for taxiing large aircraft caused deterioration; patchwork maintenance was utilized in lieu of returning the runways to their previous condition. These runways are needed, they have just been unavailable. We ran a survey and determined that club aircraft would've flown 11% more hours in 2012-2013 if the north/south runways had been open. There have been no applications to the FAA to maintain 16L/16R for over 10 years.

Only a very small amount of land will be opened up for leasing on the airport, most of which will be due to the elimination of the clear zone associated on the north and south sides of the airport. Getting rid of the clear zone will make non-airport land available in Douglas Park and along the south side of Spring Street, a detriment for general aviation.

Maintenance savings if the runways are closed is misleading; the asphalt will not be removed, it will be used as taxiways. I repeatedly asked HNTB (the subcontractor for the study) for maintenance costs for runways versus taxiways. Those numbers were not forthcoming. Even if the savings to the airport fund is \$1.3 million per year, the following article quotes \$120 million to convert the runways to taxiways -- it will take 100 years to break even.

CITY COUNCIL SUPPORTS PLAN TO ELIMINATE TWO RUNWAYS AT LGB (From gazettes.com)

Following an Airfield Geometric Study designed to evaluate the efficiency and safety of the airstrips and taxiways at Long Beach Airport, the City Council last week voted in support of eliminating two of the airport's five runways.

Removing the two north-south runways won't in any way change commercial or general aviation traffic patterns, and won't impact the city's noise ordinance, said Reggie Harrison, interim director of LGB.

"The two runways that are recommended for elimination have not been in operation for a number of years, in great part due to them not being needed," Harrison said. "The FAA has recognized that we have an overabundance of runways, and they have not funded rehabilitation of those runways for a number of years."

LGB's rich history in the city, he explained, has left the airport with an airfield footprint that needs to be brought into the modern age.

Eliminating two unused runways, which were visual runways only (not lit and not instrumented), also is cost-efficient, saving approximately \$1.3 million per year in upkeep. Additionally, the removal will allow the airport to create new taxiways and find alternative uses, even money-generating opportunities, for some of the space.

Jeff Sedlak, senior engineer at LGB, said the change to the runway configuration is all about creating a more efficient and safer asset for the city of Long Beach. After a three-year study was conducted, as well as dozens of meetings with various stakeholders, he said it's clear that the runways need to be put to better use.

The two airstrips slated for removal, he added, were built sometime in the 1960s, updated in the 1980s, and have fallen into disrepair. But their removal won't happen overnight.

Cont. page 2

LOS ANGELES TERMINAL AREA CHART CHANGES

Edition 70 of the Los Angeles Terminal Area Chart became effective December 11, 2014. On the navigation side of the chart, check the changes:

1. Van Nuys ATIS frequency changed from 118.45, now 127.55
2. John Wayne Airport: Change RP 1 to RP 2, change RP 19 to RP 20.
3. The communication box for Hawthorne RCO (Remote Communication Outlet) previously printed only 2 frequencies, 122.2 and 122.5. Now 4 frequencies are printed, as frequencies 243.0 and 255.4 have been added.
4. The communication box for Riverside RCO (Remote Communication Outlet) previously printed only 2 frequencies 122.05 and 122.2. Now 3 frequencies are printed, as frequencies 255.4 has been added.

On both the navigation side and the flyways side of the chart:

1. NDB Compton Airport has been removed.

Many obstructions have been added and many have had their altitudes resurveyed.

If you find any other changes on the Los Angeles Terminal Area Chart, please let us know!!! For a graphical representation of the chart changes, checkout our website, www.Lbflying.com.



CHRISTMAS is almost here!!!		
We will have the following office hours during the holidays:		
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. Remember your key cards and to call ahead for the locker combination -- Happy Holidays!		



REMINDER REGARDING CARBURETOR ICE

With carburetor icing present, the use of carburetor heat may lead to a large drop in RPM, with rough running.

The instinctive reaction is to put the carburetor heat back to cold (off), and quickly. This is, however, the wrong action. Chances are this rough running is a good thing, and the carburetor heat should be left on (hot) until the rough running clears and the RPM rises. In this instance, the use of carburetor heat has melted a large amount of accumulated ice and the melted ice is passing through the engine causing temporary rough running.

CONGRATULATIONS!



ACCOMPLISHMENTS

CHIA-WEI CHANG	SOLO	C-152	CFI JOHN CAMPBELL
MUHAMMAD FAISOL MUBAROQ	SOLO	C-152	CFIs SUZUKI/MUDGAL
TOMI SUKIRMAN AMINUDDIN	SOLO	Warrior	CFI HAROON HAFEEZ
JIMENA LORENZO	PVT	C-152	CFI JOHN CAMPBELL
HEEHYUN NAM	PVT	C-152	CFI RYAN DAVIS
SANG KWON CHOI	IFR	Warrior	CFI BRIAN HERSHER
BUDI SANTOSO	IFR	C-172	CFIs MARTINEZ/ VASANDANI

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

TOP GUN AWARD goes to LAURENTI PRAYITNO for logging the most flight hours in club aircraft in November. Runners up were BUDI SANTOSO and CHIEH WANG!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated!

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

Editorial (Continued from page 1)

Before the airfield can be modified, Sedlak said there are several more steps in the process, including getting the plan approved by the FAA. He expects the changes, expected to cost about \$120 million, to be implemented incrementally over the next two decades. The money will come mostly through federal grants, with an estimated \$11 million match from the airport's Passenger Facility Charge program.

CAUTION: JET BLAST ON LGB

There's a threat on Long Beach Airport that pilots need to be alert to. Air Carrier engines can cause jet blast problems for general aviation aircraft, both in the air and on the ground. The following is from asrs.arc.nasa.gov Report # 1104153:

REPORT: "On approach and landing to Runway 25L [LGB] the aircraft approach path penetrates directly behind a parked [Airbus widebody] at a 90 degree angle. On this occasion (and one previously in a C152) the [Airbus] had powered up its engines to finish its last few feet of taxi into its parking spot underneath the ATC Tower. The high powered jet blast caused the landing aircraft to temporarily go out of control and be blown off course (off the centerline of the runway.) Although control was regained in both situations, there is potential for a serious accident--especially if an inexperienced or student pilot is at the controls (as is very likely for Runway 25L since most student pilots use this runway when at LGB.) I reported the event to the Ground Controller."

SYNOPSIS: C172 pilot reported momentary loss of control on approach and landing to LGB Runway 25L when he encountered jet blast from a widebody Airbus on the ground.

RECENTLY AT LGB: SUPER GUPPY TURBINE

A bulbous aircraft known as the "Super Guppy Turbine" or, more technically, the B-377-SGT landed at the airport on December 9, attracting a lot of attention. The plane is NASA-operated and used to transport large cargo, such as components for the International Space Station, and is one of the largest planes to ever use LGB's runways. The last time a Super Guppy landed in Long Beach was to deliver parts for the Apollo moon missions.

This enormous aircraft, with its Beluga-like head and massive cargo area has a diameter of 25 feet, an overall cargo volume of 49,750 cubic feet and a total height of 48 feet and six inches, ten feet taller than the Boeing 377 on which the Super Guppy is based. The nose opens on hinges that swing open as wide as 110 degrees to allow for cargo.

GO-AROUNDS ARE FREE

A go-around costs nearly nothing in terms of hobbs time, prestige or consequences. Ignoring the go-around as a solution to a botched approach or landing is an invitation to aircraft damage history. Most pilots don't go around very often: However, where better to practice a go-around sequence than from an ugly approach or porpoising landing? "Just practicing go-arounds" is a fine explanation.

Much of we normally do on approach is in preparation for a go-around, such as "mixture rich" or "prop full forward." Reviewing the go-around option to yourself (and your passengers) in your descent checklist or approach checklist will make the decision to go-around much easier.

If every pilot did just one go-around for practice every 90 days, we have it at the top of our list for options when things are looking ugly.

POST-FLIGHT CLUB CHRISTMAS PARTY

A great time was had by all at the annual club Christmas party! We did something a little different this year — we had the festivities out on the ramp! We gorged ourselves on the catered Italian dinner and were serenaded the entire evening by Tristian, DJ extraordinaire! Thanks to all who helped put on this great event.

NEW & REJOINED CLUB PILOTS! WELCOME!



MARYLISSA CUA

LETTY DOAN

KIM DONGMIN

SHOGO IKEMURA

ADIYA RAEDI KAZHIMI

MAVIC LO

SUHAIL SIWJI

JOHN TAYLOR

TONY TRAN



HAPPY DECEMBER BIRTHDAYS



- THORIQ ALFARIZI
- ABDULELAH ALWASHMI
- EDUARDO ANGEL-CORREA
- DAVID BECKTELL
- PHILIP CARTA
- HOLME COOLEY
- JOSEPH DODDS
- RICK GUTIERREZ
- SAMER HUSSEIN
- ANGELA HUSTEO
- SHAWN IRVIN
- VICTOR JASNIY
- AARON KRIEGER
- JEREMY LAM
- NATHAN LEGASPI
- NATHAN LOW
- PRATAMA MARGAPUTRA
- TOMAS MARTINEZ
- JON MCCORMICK
- MUHAMMAD FAISOL MUBAROQ
- DONALD MYHRA
- PAUL SAUNDERS
- JOHN TAYLOR
- PIETRO VALENTI
- SHEHAN WIJEYASOORIYA
- CHARLIE ZABINSKI