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AUGUST 2015

CELEBRATING "RIDE THE WIND" DAY!

EDITOR C. ROBINSON



WHAT'S UP? POWER TO THE PILOT

Originally, cigarette lighter receptacles installed in automobiles were called *cigar* lighter receptacles.

In the 1920s, according to Wikipedia, they were renamed "*cigarette* lighter receptacles", as cigarettes overtook cigars in sales.

However, aircraft manufacturers in the 1970s and 1980s must have missed the memo. Most of the pilot operating handbooks (POH) for club aircraft refer to the receptacle as a cigar lighter receptacle. The POH for N48340 slipped up and listed "lighter, cigarette" as an optional equipment item available for that particular model C-152. Other places within the manual describe the electrical item as a "cigar lighter."

Most of our POH describe the system for the cigar lighter as equipped with a manually-reset type circuit breaker located on the back of the lighter [housing] and a fuse behind the instrument panel. However, over the years when we venture behind an aircraft's instrument panel for the first time, we often encounter a wiring nightmare that probably is not even remotely related to the original electrical schematics.

Since the cigarette lighter socket was originally designed only to heat a cigarette lighter, repurposing these sockets to power electronics can lead to problems: the plugs can vibrate out of the socket, the plug tips can melt due to poor contact and heat generation, and the voltage can fluctuate widely.

Warriors N4390S and N9260T, the Archer and the Seminole contain the warning in the POH, "Do not use cigar lighter receptacles as power sources for any devices other than the cigar lighters supplied with the airplane. Any other device plugged into these receptacles may be damaged." On the surface, the warning seems to indicate only the attached electronics are at risk. However, what happens if damage to the electronics is in the form of a spark? I'm just sayin'... I wouldn't want to be a test pilot without test pilot pay.

You can add this to my list of pet peeves: electrical system squawks that may have been induced by the pilot's use of the cigar lighter to power an arsenal of electronic gizmos.

Our Cessna 172SP has the only POH with updated terminology, referring to the socket as a "12 VDC Power Port."

Most of our cars now come with several 12 V receptacles that are intended only to operate electrical accessories, and which cannot be used with a cigarette lighter; usually, only one 12 V receptacle near the driver will be able to accommodate an actual cigarette lighter. I say, why not just install 3-prong 110v outlets instead of those ugly "cigar" sockets?

By the way, the correct terminology for the system, at least in our automobiles, seems to be "auxiliary power outlet."

"RIDE THE WIND" DAY

Enjoy the last days of summer and the warm summer breezes on August 23 as you celebrate the annual National Ride The Wind Day.

National Ride The Wind Day commemorates the anniversary of the first human-powered flight to win the Kremer prize. It was on August 23rd of 1977 that the Gossamer Condor 2, flew the first figure-eight course specified by the Royal Aeronautical Society, at Minter Field in Shafter, California. Slowly cruising at only 11 mph, it traveled a distance of 2,172 meters.

The Gossamer Condor 2 was built by Dr. Paul B MacCready and piloted by amateur cyclist and hang-glider pilot Bryan Allen.

The Gossamer Condor 2 aircraft is preserved at the Smithsonian National Air and Space Museum.

Take advantage of these nice days and find some good tailwinds!

In the words of John Gillespie Magee, Jr., Highflight, "... wheeled and soared and swung high in the sunlit silence... I've chased the shouting wind along, and flung my eager craft through footless halls of air...Up, up the long, delirious, burning blue I've topped the wind-swept heights with easy grace where never lark or even eagle flew..."

THINK BEFORE ACCEPTING CLEARANCE FOR IMMEDIATE TAKEOFF

In my experience, when dealing with accepting (or not) an ATC clearance, it is better to say "no" and wish I had said "yes" than the opposite. Responding "unable" if cleared to "turn base NOW" or "maintain 120 knots on final" or "cleared for immediate takeoff" will only set you back a few minutes on your arrival or departure time. The opposite scenario, saying "yes" and wishing you had said "no", can be a very stressful situation. "I've changed my mind" isn't in the pilot-controller dictionary.

To paraphrase the Aeronautical Information Manual, once the pilot accepts any clearance, the pilot-in-command of the aircraft is expected to execute its provisions upon receipt and must not deviate from the provisions thereof unless an amended clearance is obtained. If the clearance or instruction includes the word "IMMEDIATELY" in a clearance or instruction, expeditious

Cont. page 2

MORE ON LOST COM IN CLASS D Submitted by Bob Hartunian, Big Bear-Based Pilot/Correspondent

Your AIM Review about radio failure in the July newsletter reminds me of a situation that happened to me about 15 yrs ago at LGB.

I used to rent a C-152 from the Flying Club and go for an hour after work, and often took some young engineer from Boeing as a passenger for flight introduction. We contacted tower for takeoff on 25L with intentions of flying along the 91 Fwy to Corona. Asked for a right turn on upwind and received clearance for takeoff.

Climbed normally on upwind and asked tower if I could now make the right turn with no reply. Kept climbing and repeated the request with no response. I could hear the tower communicating with other planes but not mine. Finally, a lady controller called me and asked if I could hear her because she said she could hear the carrier wave of transmission but not my voice. She said "if you can hear me, click the mic once", which I did. She then told me she could hear the click and she set up a code based on clicks; one click for yes and two clicks for no.

"Did I want to land?" I responded with one click. "Could I land on 25R?" Another single click. She then controlled my flight with her voice and my clicks.

We turned right and she set me up for the downwind, base and final for 25R, just with clicks. I landed and she was perceptive enough to ask if I was from the Flying Club, so she said "stay with me" as I taxied off the runway toward the south. She had me stop at every hold-short line, crossing all the runways including 30 with commercial traffic, all with our click code. Eventually, we taxied right to the Club tie downs. This controller was terrific!

When everything was completed, I managed to call the tower and complimented the Tower Chief about this great lady and her invaluable help getting us down safely and back to our parking spot with the click code.

I don't know if this was a standard procedure or not, but it certainly worked well for me and my passenger.

Editorial comment: the July article was titled, "AIM REVIEW: Communications with [Class D] Tower when Aircraft Transmitter or Receiver or Both are Inoperative — Arriving Aircraft"

CONGRATULATIONS!

ACCOMPLISHMENTS			
FEISAL BAGHASPATI	First Solo	C-172	CFI LORENZO BOLOGNESI
JOHN MILLER	First Solo	C-172	CFI TOMAS MARTINEZ
ADRIAN ANHOOD	Private	C-172	CFI HAROON HAFEEZ
RAHAL KUMARASINGHE	Private	Warrior	CFI HAROON HAFEEZ
NATHAN LOW	Private	C-172SP	CFI PETE ENGLER
GREG LONG	Instrument	C-172SP	CFI BRIAN WATERS
SUHAIL SIWJI	Instrument	C-152	CFI HAROON HAFEEZ
DMYTRO BOROVKOV	Commercial Single	Arrow	CFI HAROON HAFEEZ

CONGRATS to HAROON HAFEEZ, top CLUB CFI for July, logging the most hours of dual given in club aircraft! Runners-up were ABHISHEK MUDGAL and RYAN DAVIS!

TOP GUN AWARD goes to TAEKYUNG LEE for logging the most flight hours in club aircraft in July. Runners up were WEI-SHAN CHAN and CHIEH WANG!!!

CONGRATULATIONS to HAROON HAFEEZ who is on his way to become a First Officer with Go Jet!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Special thanks to Bob Hartunian for his help with the newsletter this month!

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

NOTAM: The WINGS Pilot Proficiency Program helps pilots build an educational curriculum suitable for their unique flight requirements. It is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience. http://www.faa.gov/WINGS/pub/learn_more.aspx

(from page 1) compliance by the pilot is expected.

- When given the instruction 'cleared for immediate takeoff', the pilot is expected to act as follows:
- At the holding point: taxi immediately on to the runway and begin a rolling take off without stopping the aircraft. If it is not possible to begin taxiing onto the runway at once or if take off performance calculations mean that a standing start is necessary, then the clearance must be declined.
 - If already lined-up on the runway: commence take-off without any delay. If this is not possible for any reason, the pilot must advise the controller immediately.

The purpose of issuing clearances for an immediate takeoff is usually to improve runway occupancy. In the interest of expediting traffic, a clearance for immediate take-off may be issued to an aircraft before it enters the runway. On acceptance of such clearance the aircraft shall taxi out to the runway and take off in one continuous movement.

Controllers who issue instructions to a departing aircraft to line up and wait in the expectation that the subsequent takeoff will be an 'immediate' one are advised to add "be ready for an immediate" to the lineup instruction. This gives the pilot an opportunity to decline the instruction if they anticipate that they may not be able to accept an immediate take off clearance.

AOPA'S CROSS COUNTRY CHALLENGE

Where: Doubletree By Hilton Irvine Spectrum, 90 Pacifica Irvine, CA
 When: October 15, 2015 Time: 7:00 - 9:00 PM

When we talk about safety, we normally tackle one issue at a time—thunderstorms one day, taxi clearances the next. But out in the real world, any given flight can bring together a whole range of interconnected safety issues:

- Fly through that precip...or deviate and cut into my fuel reserve?
- Climb above that scattered layer...or risk airsick passengers?
- Fly with an underinflated nose strut...or delay and fly in worse wx?

AOPA's new seminar reflects that reality. You'll follow along as we "fly" two fictional trips, answering questions (and debating answers) along the way. From preflight planning to tie-down technique, if it's related to the flight, it's fair game!!

For information, go to: www.aopa.org/fly-in. To RSVP, go to: www.aopa.org/chino/RSVP.

NEW & REJOINED CLUB PILOTS! WELCOME!



- LUKE CHANG
- GRANT GUTHRIE
- MIKE KRAMER
- DWIGHT MCCARTY
- SEAN MCCORMICK
- ROBERT MYERS
- BRADLEY ORR
- JON WATANABE
- IAN WHITAKER
- IBRAHIM ZEIN

HAPPY AUGUST BIRTHDAYS



- MARCOS ANTONIO ALMAZAN
- KEVIN APEL
- LORENZO BOLOGNESI
- JEFF BUENTGEN
- MARTIN (NICK) BUTIER
- RYAN DAVIS
- ARTHUR DE WIT
- EDGAR FLORES
- DEAN HALL
- NOLAN HERZOG
- MARK R. HILSTAD
- DAVID JENNINGS
- DAVID LOCKE
- JAMES LOISCH
- SEAN MCCORMICK
- PEJMUN MOTAGHEDI
- HAJIME NAKAMURA
- RANJEET RAJAN
- FRANK REINMILLER
- FARIZQY ROZANO
- SATOSHI TATESHIMA
- KYLE VALENZUELA
- ENRIQUE VERA
- IBRAHIM ZEIN

CHECKPOINTS



Sep 17:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Aug 30 & Sep 17:	LBFC's MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Aug 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!
Sep 8:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.



FEISAL BAGHASPATI
First Solo



JOHN MILLER
First Solo



Haroon Hafeez: "Last day at work as a flight instructor. Can't believe I'm leaving after starting as a student 5 years ago. Super awesome farewell bbq organized by the school. Special thanks to Susan Baker @schivor and Miguel (too lame to not have ig) for always being there for me. And of course, thanks to everyone at LBFC for making those years fun and memorable!"

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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. Shipping and handling \$4.95 per order, CA residents add 9% 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 and more!

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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 or email.
3. Download a gift certificate from our website:

www.lbflying.com/files/giftcert.pdf

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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