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SEPTEMBER 2015

HAVE A SAFE PATRIOT DAY!

EDITOR C. ROBINSON



WHAT'S UP? OVER TORQUED DIPSTICKS

All of our Lycoming engines have a dipstick that is combined with the oil filler cap. Finger tight is good enough to keep the dipstick locked in position.

Take extra care when checking oil level of an engine that has recently been flown. When the engine is hot, the metal is expanded. If the oil filter cap is replaced more than finger tight, as the engine contracts during cooling, it will become too tight around the oil filler tube. Tightening the dipstick too much is also really hard on the filler tube. They can start to loosen and cause a leak where the connect to the crankcase.



Over-tightening also causes excessive wear to the O-ring seal - and it may be nearly impossible for the next pilot to remove the dipstick to check the oil level.

If you have any doubt about how to tight is too tight, have someone to show you on the aircraft.

COMMENT PERIOD FOR METROPLEX EXTENDED

The Federal Aviation Administration (FAA) is extending the public comment period for the Draft Environmental Assessment (EA) of the Southern California Metroplex project by an additional 30 days. The comment period will now run until midnight on October 8, 2015.

The latest extension allows for a full 120 days of comment on the proposed project. The FAA previously extended the comment period by 60 days in July.

The agency also has installed new features on the project website that allow people to look up current and projected flight tracks, as well as current and modeled noise levels, in their local communities using Google Earth. Additionally, the website now includes visual depictions of noise corridors and more information about all of the proposed procedures, including the latitudes and longitudes of all waypoints. This information is available under "Supplemental Materials" on the project website—http://www.metroplexenvironmental.com/socal_metroplex/socal_docs.html.

The Southern California Metroplex project is a comprehensive proposal to improve the flow of air traffic into and out of Southern California by making the airspace safer and more efficient. It proposes to replace dozens of existing conventional air traffic procedures with new satellite-based procedures, which are a key component of the FAA's Next Generation Air Transportation System (NextGen). The Metroplex proposal encompasses most of Southern California and includes six major airports.

The FAA released the Draft EA for the project on June 10, 2015 for public review and comment and held 11 public workshops in Southern California communities between June 16 and July 1, 2015. The Draft EA

(Continued on page 2)

NEW LOWER PRICE

REDBIRD TD2 BATD

\$39.00 PER HR!

"INOP" IS A FOUR-LETTER WORD



When writing up aircraft squawks, we have emphasized that the write-up be as descriptive as possible. Last month a pilot squawked "transponder inop," with no additional information. The next time your BMW needs to have some work done, may I drop it off for you? I'll tell the service department, "This car doesn't work." Be prepared for a humongous repair bill – they will charge for checking out the transmission, brakes, engine, tires, windshield wipers, etc. – until your credit card is maxed out as they try to figure out what the problem is with your BMW. Plus, if they find a problem and fix it, it may not be the problem you had meant to have fixed.

Without adequate information, the mechanics have to start from square one. If the transponder powers up, then "inop" did not mean the selector knob failed. Transponders can be tested in the aircraft by attaching test equipment to the static port and the pitot tube. To bench check a transponder, it needs to be removed and replaced from the aircraft panel. Cha-ching!

On departure, if ATC says to you, "Your transponder appears inop," check the transponder mode selector knob.

- If it is OFF, you have to confess to ATC that it was OFF. Turn it to ALT and tell ATC it may take a few minutes before they get a signal. Typically we are taught to place the mode switch in Standby for taxiing. Most transponders use a vacuum tube in the transmitter that requires some warmup time. The Standby mode is the warmup mode.
- If the transponder mode selector knob is on Standby or ON, switch it to ALT and the controller can quickly pick up your signal. If ATC asks you to verify your altitude:

- Check that the transponder selector knob is in the ALT position
- Get an updated altimeter setting and verify it is set correctly in the altimeter Kollsman window.
- Make sure of your assigned altitude and be precise at maintaining that altitude.

If ATC asks you to recycle your transponder, check the transponder mode selector knob.

- If it is not in the ALT position, confess.
- If the transponder selector knob is in the ALT position, do not turn the transponder to the OFF position and then back to ALT. The warm up cycle will begin again and you will have to wait for the transponder to cycle fully on. It may be that one of the four code selector switches is stuck between numbers. To recycle, rotate each of the four code selector switches through all eight numbers until reaching the original number. Ask the controller a question or two: (1) Do you have a primary target but no mode C? (2) Can you see me at all? If time permits request a frequency change to a different controlling agency to verify the report. For example, if tower reports a problem, verify it with Socal. If both agencies report the same problem, this will help maintenance when they troubleshoot the Squawk. However, if one agency says you have a problem but a second agency says you do not have a problem, you might not have a problem. The problem might be with the equipment of the first controlling agency. If you Squawk a transponder in this instance you might be sending maintenance on an expensive wild-goose-chase.

We are operating in a very complex environment with some very sophisticated equipment. We need to do our best to understand our equipment. Don't screw up the next guy's flight because you unnecessarily grounded the aircraft. Write up what you find and let maintenance know.

CONGRATULATIONS!

ACCOMPLISHMENTS			
RAIMONDO RICCI	Private	C-152	CFI JOHN CAMPBELL
HO KWONG (FRED) WONG	Private	C-152	CFI ALI MOGHNIEH
CHIEH (JESSICA) WANG	Commercial Single	C-172RG	CFI ABHISHEK MUDGAL
DMYTRO BOROVKOV	Commercial Multi	Seminole	CFI RICHARD GARNETT
ALI MOGHNIEH	CFII	Archer	CFI RICHARD GARNETT

CONGRATS to RICHARD GARNETT, top CLUB CFI for August, logging the most hours of dual given in club aircraft! Runners-up were GREG STEUBS and ABHISHEK MUDGAL!

TOP GUN AWARD goes to TAEKYUNG LEE for logging the most flight hours in club aircraft in August. Runners up were AHMAD VIRJEE and RAHA KUMARASINGHE!!!

ALUMNI CHECK IN: JEREMY VANNUIS reports he is now a G-650 Captain for Jet Edge International based in Tokyo, Japan!

CONGRATULATIONS to LORENZO BOLOGNESI on his new job with Skywest in the CRJ!

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!!!

Continued from page 1 considers the potential environmental impacts of the project.

The Draft EA is available online: www.metroplexenvironmental.com/socal_metroplex/socal_docs.html. Point of Contact: Ian Gregor.

NEW FAA VIDEO AIMS TO HELP REDUCE WILDLIFE STRIKES

Last July, the FAA posted a new video designed to enhance airport safety and help curb wildlife strikes. Entitled "The 2015 Wildlife Hazard Management and Strike Reporting Update," the video outlines the benefits of wildlife hazard strike reporting and how airport operators use the information to reduce wildlife strikes at airports. The video also discusses the FAA's partnerships with other federal agencies and organizations to reduce wildlife strikes. This is the second video in a series first launched last year to provide the airport community with information to help them continue to operate the nation's airports safely and efficiently. To view the video, go to: <http://www.faa.gov/airports/safety-video-series/>.

CALIFORNIA INTERNATIONAL AIRSHOW SEPTEMBER 26, 27, SALINAS, CA

The California International Airshow scheduled for September 26, 27 is coming up quickly! All aircraft flying in for the show and leaving same day will have their ramp fees waived. Pilots flying into the airport for the airshow will receive pre-admission airshow ticket prices for entry (\$15.00) and the FBO, Jet West will be offering a .50 cent per gallon discount on fuel during airshow weekend. Info: salinasairshow.com.

- USAF F-22 Raptor Jet Demonstration
- USAF Heritage Flight
- Canadian Forces CF-18 Jet Demonstration
- The Patriots Jet Team
- Gregory Colyer/Ace Maker T-33 Jet Demonstration
- Jacque B Warda Extra 300 Aerobatic
- Yuichi Takagi — in his Pitts S-2S
- Skydive Monterey Bay
- Metal Mulisha – Extreme Moto X Show
- A flying tribute to the Doolittle raiders with a B-25 Mitchell formation
- USAF F-22 Raptor Jet Demonstration
- Six North American P-51 Mustangs with their Rolls Royce Merlin V-12
- Historic WWII Heavy Metal Flight with B-17, PV-2, C-54, C-47 and TBM
- Static display: Canadian C90B, USAF C-5M Galaxy
- WWII B-25 Mitchell Bomber "Executive Sweet" – Reserve your ride today!



THUNDERSTORMS

Fly safely around summer storms by getting to know them—and your resources—a little better. Thunderstorms can be awesomely beautiful phenomena when viewed from the ground. They also contain almost every known aviation hazard—turbulence, icing, hail, lightning, microbursts, reduced visibility, and strong winds. So, when viewed from the air, thunderstorms can be terrifying. Understanding the how and why of the weather and your weather avoidance tools can increase your margin of safety when slipping the surly bonds this summer.

CHECKPOINTS	
Oct 15:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Sep 17 & Oct 15:	LBFC's MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Oct 28:	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 13:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.
Nov 7:	LGB Fly-In — 11 am - 3 pm *** Free ***

NEW & REJOINED CLUB PILOTS! WELCOME!



- JONATHAN AGUILAR
- NICHOLAS BAKER
- WILL BRAND
- SCOTT CANNON
- ANDREW DIAZ
- KEVIN GABELE
- NEIL GODFREY
- DAENG HADIKUSUMO
- JOSEPH JACKSON
- EMMANUEL KAPELLA
- TIMY LAU
- ALBERT LEE
- MARK MEDAK
- DEON MITTON
- DONALD MYHRA
- DEMOKAN ONCEL

HAPPY SEPTEMBER BIRTHDAYS



- GARY BENSON
- RICHARD BURKE
- ANDREW CUEVAS
- WILLIAM FISCHER
- SHAWN GILL
- GIOVANNI GOMEZ
- MONTY GROUTAGE
- DAENG HADIKUSUMO
- JASON HAYN
- RAHAL KUMARASINGHE
- TIMY LAU
- ALBERT LEE
- FREDDY LEE
- KEVIN MCGREW
- ABHISHEK MUDGAL
- JOSE ROMO
- KEVIN SANCHEZ
- HANK SURFACE
- BRIAN TRAN
- AHMAD VIRJEE
- DAI VU

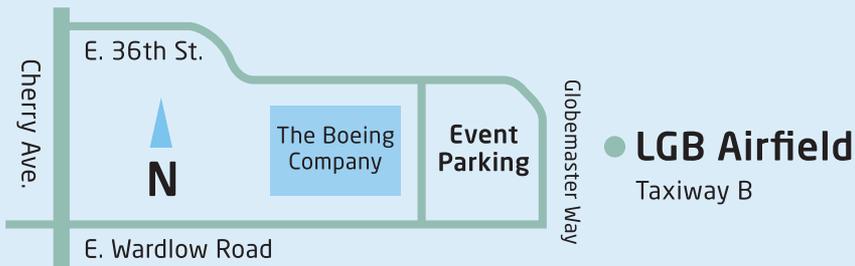
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- Entertainment • JetBlue Giveaway

For more information: 562-570-2678 | flylgb@longbeach.gov | No pets allowed



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