



LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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JANUARY 2016

HAPPY 2016!

EDITOR C. ROBINSON

WHAT'S UP? 2015 WAS A BUSY YEAR!

Last year Long Beach Flying Club and Flight Academy flew over 12,353.0 hours!!! Reported to the front desk:

21 student pilots achieved their first solo flight	4 pilots competed their multi-engine commercial license
25 students received their private pilot licenses	1 pilot achieved their CFI rating
19 pilots added an instrument rating	2 flight instructors added their CFII rating
5 pilots received their private license, multiengine	1 flight instructor added their multi-engine instructor rating
9 pilots achieved a single-engine commercial license	



CONGRATULATIONS to the CFI of the YEAR: RICHARD GARNETT, the CFI of the Month who logged the most hours of dual given in club aircraft for all of 2015. Runner-ups were HAROON HAFEEZ and RYAN DAVIS !!!

The TOP GUN of the YEAR AWARD goes to TAEKYUNG LEE, the Top Gun of the Month who logged the most flight hours renting club aircraft in 2015. Runner-ups were RAJAA LAMSAISSI and HEEHYUN NAM!!!



Three club pilots were hired as commuter pilots for SkyWest. Two club alumni have successfully transitioned from commuter captains to major airline first officers. One club alumni has gone to work for the FAA at the Long Beach FSDO. One club alumni got hired at an on-demand charter company. One club member upgraded from first officer to captain for a major air carrier.

All our flight instructors, pilots and alumni were very, very busy in 2015 and we look forward to an eventful and industrious New Year 2016!

LOS ANGELES TERMINAL AREA CHART CHANGES

Edition 72 of the Los Angeles Terminal Area Chart became effective December 10, 2015. Some interesting changes were found:

- ➔ The northwest corner of the navigation side of the chart has a new note: Aircraft operating in the vicinity of W-289 and W-292 should contact Plead Control on 132.425, 306.6 or Los Angeles Center/FSS.
- ➔ In downtown Los Angeles an obstruction symbol has been updated from "Below 1000 ft AGL" to "1000 ft and higher AGL." It is the only place the "1000 ft plus" symbol is used on the TAC chart.
- ➔ Rialto airport is now charted with the abandoned airport symbol.



Comparing the two charts often induces counter-rotating eyeballs. If any other changes are noted, we'll let you know in next month's newsletter.

ON TO THE HOUSE! SENATE PASSES MEDICAL REFORM

December 15, 2015 – The U.S. Senate has passed the Pilot's Bill of Rights 2 (PBOR2), which will now go to the House for consideration. The bill, which includes third-class medical reform, was passed by unanimous consent on Dec. 15, less than a week after it was reported out by the Senate Committee on Commerce, Science and Transportation. The House must also pass the bill before it can go to the President for his signature.

FAA SAYS SANTA MONICA AIRPORT MUST STAY OPEN UNTIL 2023

The FAA says that provisions of a \$240,600 federal improvement grant received by the city in 2003 require that the general aviation hub remain open 20 years after accepting the money.

SMO was once home to Douglas Aircraft Co. and was used by the U.S. government during World War II. Today, almost 270 civilian aircraft are based there, including those of actors Harrison Ford and Tom Cruise. More than 300 takeoffs and landings take place daily.

The decision stems from a complaint filed with the FAA in July 2014 by Ford, other airport tenants and national aviation groups that want to keep the airport open, such as the Aircraft Owners and Pilots Assn. and the National Business Aviation Assn.

FLIGHT WATCH FREQUENCY 122.0 ENDS from aopa.org

The FAA discontinued the universal Flight Watch frequency 122.0 MHz for in-flight weather services as of October 1, 2015. Weather services provided under the Flight Watch program En route Flight Advisory Service (EFAS) will continue to be provided via charted frequencies pilots use to obtain weather information, open and close flight plans, and for updates on notams and temporary flight restrictions (TFRs). Pilots also may continue to use the universal frequency 122.2 MHz, the FAA said.

The FAA has also ended the little-used Remote Airport Advisory Service in the continental United States. The service will continue to be provided in Alaska.

The changes come as pilots transition "from traditional Flight Service assistance to more automated and web-based tools to obtain services. Through the use of updated technology Flight Service is taking the opportunity to eliminate redundancies and underutilized services," the FAA informed pilots in a message on its website.

Providing the weather services on local flight service frequencies will resolve issues of bleed-over and frequency congestion that have occurred on 122.0 MHz. Another advantage of the change will be the availability of the services on Flight Service frequencies monitored 24 hours a day, seven days a week, as opposed to the limited monitoring of 122.0 MHz, said Rune Duke, AOPA director of government affairs for airspace and air traffic.

AOPA has worked with the FAA to make pilots aware that the frequency 122.0 MHz will be decommissioned, and is working to assure pilots that the in-flight weather services will continue to be provided on other frequencies.

The FAA will continue to monitor 122.0 MHz for several months to assist pilots in locating a local frequency.

The Remote Airport Advisory Service to be ended affects 19 airports, and is provided remotely by Flight Service personnel. The FAA has cited a substantial decrease in demand for the service now that many of the airports have been equipped with automated weather and air traffic control.

The FAA will issue notams for each airport at which the service will be discontinued, and will update flight information publications during regular publication cycles.

CONGRATULATIONS!

ACCOMPLISHMENTS			
ALISTAIR NEAL	First Solo	Warrior	CFI TOMAS MARTINEZ
DAVID DIAZ	Private	Warrior	CFI HANK SURFACE
DAVID JENNINGS	Private	C-172	CFI GROUTAGE & CFI LIMICH
CRAIG MYERS	Private	C-172	CFI RUDI LIMICH
CRISTOPHER DIAZ	Instrument	C-152	CFI JOHN CAMPBELL
RAHAL KUMARASINGHE	Instrument	Warrior	CFI GREG STEUBS
TAEKYUNG LEE	Commercial Single	C-172	CFI ABHISHEK MUDGAL

CONGRATS to TOMAS MARTINEZ, top CLUB CFI for December, logging the most hours of dual given in club aircraft! Runners-up were ALI MOGHNIEH and RICHARD GARNETT!

TOP GUN AWARD goes to ALISTAIR NEAL for logging the most flight hours in club aircraft in December. Runners up were TAEKYUNG LEE and CHRISTOPHER DIAZ!!!

Congratulations to club alumni BRIAN RINGEL on his new job at Advanced Aircraft Charters!

Congratulations to club pilot BRIAN ADAMS on his upgrade to Captain in the MD-80!

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

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

FOLLOWUP: LIFE IMITATES ART FOR ACTOR HARRISON FORD

In our March 2015 newsletter we reported on Harrison Ford's engine failure in his 1942 Ryan Aeronautical ST3KR. He ended up landing in an open area of Penmar Golf Course, southwest of Santa Monica Airport.

The NTSB recently released the probable cause:

A postaccident examination of the airplane's engine revealed that the carburetor's main metering jet was unscrewed from its seat and rotated 90 degrees. The unseated jet would have allowed an increased fuel flow through the main metering orifice, producing an extremely rich fuel-to-air ratio, which would have resulted in the loss of engine power. It is likely that, over time, the jet gradually loosened from its seat, which allowed it to eventually rotate 90 degrees. No further mechanical failures or malfunctions were revealed that would have precluded normal operation.

A review of the airplane's maintenance records indicated that the carburetor was rebuilt during the airplane's restoration about 17 years before the accident. The carburetor maintenance instruction manual contained no pertinent instructions for the installation of the jet assemblies. Had the carburetor maintenance instruction manual identified a means to ensure the security of the main metering jet, it is unlikely that the jet would have become unseated. There was no record of maintenance personnel inspecting the carburetor jets during the previous 17 years nor was there a requirement to do so.

The front and rear seats of the airplane were equipped with non-factory-installed shoulder harnesses. The pilot's shoulder harness was installed by mounting the end of the restraint to the lower portion of the seatback assembly, which was made of thin aluminum. No reinforcement material or doublers were installed at or around the attachment bolt hole in the seatback. The lack of reinforcement allowed the attachment bolt, washers, and stop nut to be pulled upward and through the seatback structure during the impact sequence, which resulted in the pilot's loss of shoulder harness restraint. It is likely that the improperly installed shoulder harness contributed to the severity of the pilot's injuries.

As a result of this investigation, the NTSB is working with the pilot community to inform them of the lessons learned from this accident: the security of the carburetor's main metering jet and the security of the shoulder harness are both critical aspects of aviation safety.

The National Transportation Safety Board determines the probable cause(s) of this accident as follows:

A total loss of engine power during initial climb when the carburetor main metering jet became unseated, which led to an extremely rich fuel-to-air ratio. Contributing to the accident was the lack of adequate carburetor maintenance instructions. Contributing to the severity of the pilot's injuries was the improperly installed shoulder harness.

Pretty darn lucky. Apparently the force was with him.

NEW & REJOINED CLUB PILOTS! WELCOME!



- JOSEPH BIBIANO-RASCHKE
- STEVE DOUGLASS
- MATTHEW GAHAN
- LEWIS GARCIA
- YARON GILINSKY
- KIMURA HIDEYUKI
- SROOITHI JAIKUMAR
- JANUAR KUSUMA
- ALISTAIR NEAL
- DIFA PUTRA RAMADHAN
- EILEEN RUIZ
- JARED SAVAGE
- FRANCISCO SILVA
- HSIEN WU

HAPPY JANUARY BIRTHDAYS



- JOHN BAK
- JOSEPH BIBIANO-RASCHKE
- MATTHEW BRAUNSTEIN
- TIMOTHY BREIHOLZ
- JOHN CAMPBELL
- DENNIS CHANG
- MARK DEL REY
- KEVIN GABELE
- AARON GONYA
- KENNETH GRAHAM
- ALEXANDER JONES
- JANUAR KUSUMA
- DOUGLAS MCINTOSH
- HEEHYUN NAM
- KEVIN NGUYEN
- JOSHUA O'BRIEN
- MATTHEW ROWAN
- CESAR SANCHEZ
- ROBERT SULAHIAN
- DONALD SWETT
- DOM A. TALLARITA
- RITCHIE THORUP
- KEVIN TISON
- BRIAN WATERS
- ROBERT WEEBE
- DARREN WONG
- HSIEN WU
- YUICHI YAMAMOTO
- DARYL YAMBAO

CHECKPOINTS



Jan 21:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Jan 21:	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Jan 27:	Long Beach Flying Club Student Forum from noon to 1:00 pm -- students and LBFC management discuss ideas, concerns, rules and procedures regarding flight training. While the emphasis will be on our Part 141 Flight Training Programs, much of the discussion will apply to our Part 61 students as well. This meeting is mandatory for our international students, however it is open and we welcome all students to attend. Pizza and soft drinks will be provided.
Feb 9:	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.
Feb 24:.	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!



ALISTAIR NEAL
First Solo



ALISA LEE
First Solo



DAVID JENNINGS
Private Pilot



Craig Myers
Private Pilot



CRISTOPHER DIAZ
Instrument Pilot

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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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\$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:

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