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FEBRUARY 2016

HAPPY VALENTINE'S DAY!

EDITOR C. ROBINSON



WHAT'S UP? TIRE WOES

Our weather has been crazy! This month already we've had temperatures as high as 92 degrees, lows down to 37 degrees, and the average difference between the daily high and low temperatures has been 25 degrees. These extreme temperature variations are uncommon for this area, probably a symptom of the El Niño weather pattern, and are wreaking havoc on our aircraft tires. Did you know that for every 5 degree Fahrenheit change in ambient temperature, there is a corresponding 1 percent change in tire pressure? With the current 25 degree daily temperature change, that's a 5 percent loss of a tire's pressure every day.

All of the Pilot's Operating Handbooks (POH) for our fleet of aircraft list the preflight item: check for tire for proper inflation. But do you just take a glance at the wheels to see if they appear to be inflated? Using a pressure gauge to make sure your tires are inflated to the pressure recommended in the Pilot's Operating Handbook will reduce the likelihood of a tire-related delay. POH Section 8 – Maintenance, Handling and Service all have the recommended tire pressure.

You don't need to carry a calibrated tire pressure gauge; if your pressure gauge shows the tire may be underinflated, grab a mechanic for a calibrated check. Our maintenance department has been crazy busy checking the tires ... but then add in a quick flight in the middle of the day to even warmer climes, and we need a full-time mechanic just to check the tire pressures!

In addition to checking for proper inflation, when preflighting tires also:

- Check For Wear - Inspecting for wear involves looking both at how much the tread is worn and whether or not the wear is even. Unlike car tires, aircraft tires can be kept in service until the tread has worn virtually to the bottom of the tread grooves. But if a tire is worn in one place and has generous tread elsewhere, it may have been flat-spotted during landing.
- Inspect For Damage -- Tire damage may be external or internal. External damage is usually fairly obvious. In addition to such "skid burns" you should be on the lookout for cuts, cracks, missing chunks of tread, and damage from nails and other foreign objects. Be sure to inspect the whole tire surface -- tread, sidewalls and bead area. If the damage is deep enough to expose fabric or cord the tire is unairworthy and should be replaced before further flight. Internal damage is more difficult to spot in a visual inspection, however, the presence of a blister or bulge on the outside of the tire -- generally on the sidewall -- is a tip-off that the tire is coming apart internally, and should be considered unairworthy.
- Check that every valve stem is properly capped in order to keep dirt and moisture out of the valve.

And one final note: make sure your heels (and those of your co-pilot) are firmly on the floor at touchdown. Tires cannot be taken for granted on any aircraft.

USE THE PILOT CONTROLLED LIGHTING Submitted by Bob Hartunian, Big Bear-Based Pilot/Correspondent

On January 24, around 7:30 pm in the dark at Big Bear Airport, a pilot in a Tailwind experimental came in from St. George, UT., without using Pilot Controlled Lighting (PCL) and crashed his plane, inverted on the ground. The pilot survived, got out of the plane and somehow got to LA.

Our airport has security cameras recorded the event even though no one was at the airport. The next morning, the maintenance crew discovered the plane, set it upright and contacted the FAA. The pilot did eventually contact the airport.

The point is that at uncontrolled airports at night, you want to be sure to turn on the PCL lighting with the comm radio before attempting a landing, especially with snow still on the ground in areas. Most airports use the comm frequency but not all, so a pilot landing at night needs to verify the correct PCL frequency and use it with the correct number of clicks to adjust intensity.

This pilot totaled his plane but was lucky to walk away. Just a few mike clicks and he would have had a good runway outline to land on.

AIRPORT DATA

Box indicates FAR 93
Special Air Traffic Rules & Airport Traffic Patterns.
Runways with Right Traffic Patterns (public use)
RP * Special conditions exist - see A/FD.

FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
Ⓢ - Follows the Common Traffic Advisory Frequency (CTAF)

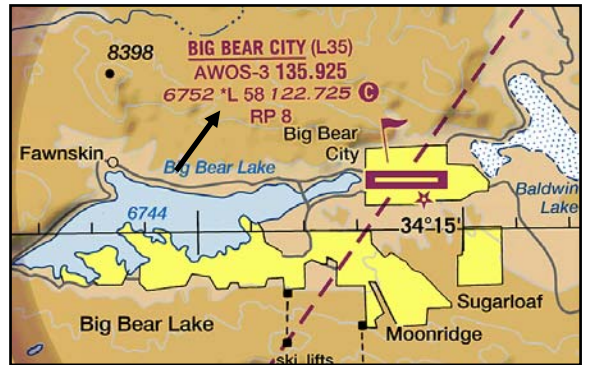
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Airport/Facility Directory.
72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

Diagram labels: FSS, FAR 91, Location Identifier, NAME (NAM) (PNAM), ICAO Location Indicator, shown outside contiguous U.S., RP 23, 34, UNICOM, Airport of Entry, AOE, FAR 93, NO SVFR, CT - 118.3, ATIS 123.8, 285 L 72 122.95, VFR Advsy 125.0.

(right) Big Bear City airport data on the Los Angeles terminal area chart shows the pilot to look at the A/FD for lighting info.



BIG BEAR CITY (L35) 0 W UTC-8(-7DT) N34°15.83' W116°51.36'
6752 B S4 FUEL 100LL, JET A TPA-7952(1200) NOTAM FILE RAL
RWY 08-26: H5850X75 (ASPH) S-12.5 MIRL
RWY 08: PAPI(P2L)—GA 4.3° TCH 29'. Thld displcd 370'. Rgt tfc.
RWY 26: PAPI(P2L)—GA 4.3° TCH 46'. Thld displcd 600'. Trees.
AIRPORT REMARKS: Attended 1600-0100Z±. Jet A fuel avbl 1600-0000Z±, self svc after hrs. 100LL avbl 24 hr self svc. Mountains all quadrants, peak haz lgts SE, S, & NW. Extreme noise sensitive area, practice NS ABTMT procedures. NS ABTMT procedures, avoid overflying of high school 1 mile east at all times. On txf make 10° left turn at end of rwy to avoid housing to east and elementary school to west of arpt.
ACTIVATE MIRL Rwy 08-26—CTAF. PAPI Rwy 08 and PAPI Rwy 26 opr continuously.
AIRPORT MANAGER: 909-585-3219
WEATHER DATA SOURCES: AWOS-3 135.925 (909) 585-4033.
COMMUNICATIONS: CTAF/UNICOM 122.725

(above) The legend for sectional and terminal charts calls for *L to denote lighting information can be found in the A/FD.

(above) A/FD information for Big Bear City indicates medium intensity runway lights are available using the CTAF frequency 122.725.

CONGRATULATIONS!

ACCOMPLISHMENTS			
APRIL PARK	Private	C-152	CFI RICHARD GARNETT
WAYNE CHANG	Instrument	Warrior	CFI ABHISHEK MUDGAL
SHEHAN DESILVA	Instrument	Warrior	CFI JOE DEL RIO
RAIMONDO RICCI	Instrument	C-152	CFI JOHN CAMPBELL
ALEXANDER SHOWMAN	Commercial Multi	Seminole	CFI REED NOVISOFF

CONGRATS to JOHN CAMPBELL, top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were ALI MOGHNIEH and GREG STEUBS!

TOP GUN AWARD goes to CRISTOPHER DIAZ for logging the most flight hours in club aircraft in January. Runners up were CHIA-WEI CHANG and JON WATANABE!!!

ALUMNI CHECK-IN, HAROON HAFEEZ: Hi Candy, I hope you all are doing well! I want to thank you, Sue, and everyone at LBFC for making my aviation journey so much fun and memorable. I couldn't have done it without all of your support and encouragement. I am now flying the Bombardier CRJ 700/900 for GoJet Airlines. I'm having a blast reaching altitudes of 41,000 ft, but it's nothing like flying a Cessna along the Southern California coast. I miss LBFC and I hope to visit you all again soon! Take care!

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! Many thanks to Bob Hartunian for the help with this newsletter.

MORE ON PILOT CONTROLLED LIGHTING from <http://www.aopa.org/asf/publications>

Many nontower airports have pilot-controlled lighting (PCL), which allows pilots to turn on the runway lights and to select the desired intensity. Within a five-mile radius of the airport, pilots activate PCL by keying the microphone button with the radio tuned to Unicom frequency. Once activated, the lights remain illuminated for 15 minutes. Pilots set the lights' intensity by keying the microphone button a specific number of times: three for low, five for medium, and seven for high intensity. Changing the intensity by clicking the transmit button the requisite number of times not only resets the intensity, it restarts the 15-minute timer.

In addition to the runway lights, PCL may also activate visual approach slope indicators (VASI), precision approach path indicators (PAPI), and runway end identifier lights (REIL) lights. To conserve energy, some nontower airports put their VASI and PAPI on PCL during the day. If the VASI or PAPI lights are off during a daylight approach, try turning them on with the PCL. In some locations, PCL also controls the taxiway lights.

Ordinarily, pilot-controlled lighting uses the airport's Unicom frequency, but you'll find exceptions. Airports sometimes use a different frequency to prevent pilots from activating the lighting systems at a neighboring airport that shares a common Unicom frequency. Part of any pilot's preflight preparation for a night flight should be to consult the A/FD for the proper frequency.

FOLLOWUP FROM JUNE 2015: MUSKETEER VS LGB PERIMETER FENCE


The pilot reported that while on final approach for runway 25R during night conditions, the visual approach slope indicator (VASI) was not operational. The pilot stated that he was "too low" during the approach, so he applied full power in an attempt to go-around. The airplane impacted the top of trees about 530 feet east of the runway and then impacted the airport perimeter fence about 380 feet east of the runway.

The pilot reported there were no pre-impact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation. The airplane sustained substantial damage to the fuselage and both wings.

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

- The pilot failed to maintain clearance from trees while maneuvering to land at night, which resulted in a collision with terrain/objects.
- A factor contributing to the accident was the lack of oversight by ATC; failing to insure that the fully operational VASI was turned on during the hours of darkness.

C H E C K P O I N T S

Feb 18:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808	
Feb 18:	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.	
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!	
Mar 8:	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.	
Mar 30:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. This is our annual recurrent TSA Security Awareness training as required by the FAA. Don't miss this one!	
Oct 21-23:	Huntington Beach Air Show! surfcityusaairshow.com/	

NEW & REJOINED CLUB PILOTS! WELCOME!



- KEVIN ALBA
- JAVIER BAUTISTA
- ERIC CHIYA
- MAHER DARWISH
- AMISHI DOSHI
- MARK ESTRADA
- JUSTINE HO
- DUC NGUYEN
- MICHAEL PARINO
- JON PARKER
- CHRIS ROTH
- MAXWELL SCHNELLER
- DEMITRI SHEPHERD
- SHEYENN TEMPLE
- GABBY VILLANUEVA
- BRIAN WARD

HAPPY FEBRUARY BIRTHDAYS



- CHIP BALDONI
- JAVIER BAUTISTA
- JOHN BURKE
- WAYNE CHANG
- RICK CORGIAT
- FRED R. DEVRIES
- ANDREW DIAZ
- PETER ENGLER
- MICHAEL FORD
- KARL GARMAN
- STEPHEN GERRISH
- MINJUN KIM
- MICHAEL LEBRUN
- MANUEL MONTEVERDE
- STEVE PARK
- DIFA PUTRA RAMADHAN
- TED REID
- SHOTA SERIKAWA
- ARKADY SHAPIRO
- FRANCISCO SILVA
- SUNG SU YU



SHEHAN DESILVA
Instrument Pilot

HAROON HAFEEZ
Bombardier CRJ 700/900 for GoJet Airlines



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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

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