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MARCH 2016

HAPPY ST. PATRICK'S DAY!

EDITOR C. ROBINSON



WHAT'S UP? CRANKY STARTERS

All of our aircraft Pilot Operating Handbooks (POH) have checklists for starting the engine when cold, when hot and when flooded. Pilots have to face the fact that temperature affects the procedure we use to get the engine started. What is not always spelled out in the normal checklist procedures is the starter duty cycle, which deals with when to quit cranking the starter if engine doesn't fire.

So, you've settled into the pilot seat and are all ready to go, Master switch—on. Mixture—rich. Ignition key—start.
Silence.

Fortunately that result is rare. Almost invariably, when we turn the ignition key, the starter engages and the prop begins turning. However, if the engine has failed to fire after 10 seconds or so, stop cranking and review the Before Engine Start Checklist to verify fuel on, mixture rich and master switch on. If you missed any items, then your start should proceed as designed. But if no items were missed, before you begin cranking, be aware that different starters have different starter duty cycles.

Hartzell and Sky-Tec starter duty cycle limitations call for no more than 10 seconds of turning the starter per attempt before letting it cool/rest. For Hartzell starters, the rest time after each 10-second attempt must be 60 seconds. The cycle can occur three times before a 15-minute cooldown is required. B & C Specialty starters allow 30 seconds of cranking, but then the starter must cool for two minutes. For all Sky-Tec starters, the rest time after a 10-second start attempt is 20 seconds and the start/rest cycle can be repeated a maximum of six times.

Reviewing all our aircraft POH revealed only two which referred to the starter duty cycle. For the Cherokee Six, the operating instructions require that if the engine does not fire within five to ten seconds, disengage starter and reprime; then further on requires that if the engine has failed to start [...] starter manufacturers recommend that cranking periods be limited to thirty seconds with a two minute rest between cranking periods. Longer cranking periods will shorten the life of the starter. The C-172SP normal operating procedures (amplified) requires, "crank the starter for 10 seconds followed by a 20 second cool down period. this cycle can be repeated two additional times followed by a ten minute cool down period before resuming cranking. after cool down, crank the starter again, three cycles of 10 seconds followed by 20 seconds of cool down. if the engine still fails to start, an investigation to determine the cause should be initiated."

To allow for the variations in starters, a conservative rule of thumb to follow would be to crank for 10 seconds, then wait for 2 minutes for a maximum of three times. Recommendation: it might be time to get some help before totally draining the battery.

In Service Instruction No. 1528, Lycoming reports factory returns of starters that have failed by overheating. Overheating is usually induced by an excessive duration of time used for the starting attempt (commonly referred to as a "crank") and an excessive number of starting attempts which are not within a designated time period (commonly referred to as a "duty cycle").

Although newer starters are designed to fail internally so that no teeth are broken on the ring gear (it's cheaper to replace a starter), we have seen 3 damaged flywheels already this year.

In researching this article, I was amazed to learn that starters, properly treated can last for as many as 2000 hours. We average 400 hours per starter. Note that retail for the starter that goes on our C-172N aircraft is \$861.00, up 5 percent in the last years (see related article this page about our price changes).

Please help us avoid cranky starters by treating the starters with tender loving care.

SEE AND BE SEEN from NTSB SAFETY ALERT SA-045 May 2015

The problem:

- Accidents have occurred in which pilots operating near one another did not maintain adequate visual lookout and failed to see and avoid the other aircraft.
- While some accidents occurred in high-traffic areas (near airports), some accidents occurred in cruise flight; in the cases described below, the pilots were flying in daytime visual meteorological conditions.
- All pilots can be vulnerable to distractions in the cockpit, and the presence of technology has introduced challenges to the see-and-avoid concept. Aviation applications on portable electronic devices (PE Os) such as cell phones, tablets, and handheld GPS units, while useful, can lead to more head-down time, limiting a pilot's ability to see other aircraft.

What can pilots do?

- Be vigilant and use proper techniques to methodically scan for traffic throughout your flight, not only in high-volume traffic areas.
- Divide your attention inside and outside the aircraft and minimize distractions (including nonessential conversations, photography or sightseeing activities, and PED use) that may degrade your ability to maintain awareness of other aircraft.
- Make your aircraft as visible as possible to other aircraft by turning on available lights, including anticollision lights, and consider using high-intensity discharge or LED lighting.
- Clearly communicate your intentions and use standard phraseology, known distances, and obvious ground references to alert other pilots of your location.
- Recognize that some conditions make it harder to see other aircraft, such as operating in areas where aircraft could be masked by surrounding terrain or buildings and when sun glare is present.
- Encourage passengers to help look for traffic and, during instructional flights, ensure that one pilot is always responsible for scanning for traffic.

Problems starting the engine? A conservative rule of thumb to follow would be to crank for 10 seconds, then wait for 2 minutes for a maximum of three times

CONGRATULATIONS!

ACCOMPLISHMENTS			
NICOLA CASSARO CAPPAL	First Solo	C-152	CFI JOHN CAMPBELL
JASON YOON	First Solo	C-152	CFI TOMAS MARTINEZ
SANTIAGO SABGA	Private	C-172	CFI HANK SURFACE
ARFI GIRESSA	Instrument	C-152	CFI ALI MOGHNIEH
JUN WATANABE	Instrument	WARRIOR	CFI GREG STEUBS
CRISTOPHER DIAZ	Commercial Single	ARROW	CFI JOHN CAMPBELL
KEVIN GABELE	Commercial Multi	Seminole	CFI JOHN CAMPBELL
AARON SEATO	Commercial Multi	Seminole	CFI JOHN CAMPBELL
SAM SEDIVY	Commercial Multi	Seminole	CFI RICHARD GARNETT

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

TOP GUN AWARD goes to JUSTINE HO for logging the most flight hours in club aircraft in February. Runners up were ARFI GIRESSA and ARIEF WICAKSONO!!!

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!

AVIATION TRIVIA
From AOPA Pilot March 2016

Piper named 11 types of aircraft after Native American tribes. How many of them can you name, and which was the first such aircraft introduced?

The Piper Apache was the first (1954). The other 10 (in alphabetical order) are the Aztec, Cherokee, Cheyenne, Comanche, Dakota, Mohave, Navajo, Pawnee, Seminole, and the Seneca. Piper also developed the Arapaho and the Pocono but these never entered into production.

AIRCRAFT PRICE CHANGING

Alas, it's not an April Fool's Day prank, but we find it necessary to adjust our rates by 5% as of April 1st. Costs of repairs and parts, payroll increases, etc., etc. ... you know the drill. We believe we continue to offer the most aircraft at the best prices around and we thank each and every club member for your business and loyalty and allowing us to experience your flight training successes.

Continued from page 1: See and Be Seen

- Effectively use on-board traffic advisory systems, when available, to help visually acquire and avoid other aircraft and not as a substitute for an outside visual scan.

Need more information? The following Federal Aviation Administration (FAA) advisory circulars (ACs) can be accessed from www.faa.gov:

- AC 90-48C, "Pilots' Role in Collision Avoidance"
- AC 90-66A, "Recommended Standard Traffic Patterns for Aeronautical Operations at Airports without Operating Control Towers"
- AC 90-42F, "Traffic Advisory Practices at Airports without Operating Control Towers"
- The website www.seeandavoid.org, which is funded by the FAA and the Air National Guard, provides pilots with information and education on airspace, visual identification, aircraft performance, and mutual hazards to safe flight to help eliminate midair collisions.
- The FAA Aviation Safety Program publication "How to Avoid a Mid Air Collision" (P-87 40-51), which describes pilot scanning techniques and offers a useful collision avoidance checklist, can be accessed from the FAA Safety Team's web page at www.faasafety.gov.
- This National Transportation Safety Board (NTSB) safety alert and others can be accessed from the NTSB's Safety Alerts web page at www.ntsb.gov/safety/safetyalerts/Pages/default.aspx or searched from the NTSB home page at www.ntsb.gov.

CHECKPOINTS	
Mar 17:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Mar 17:	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
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!
Apr 12:	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!



- SUKYUNG BAE
- MATTHEW BALDWIN
- ADAM CASH
- ARIN GHOSH
- ZENA HADDIS
- SIRIKUL JONGKOLSONGKROH
- DEAN MITTON
- SCOTT MURPHY
- ADEL NAGUIB
- MICHAEL PIRCHER
- HOWARD RUBINSTEIN
- ARKADY SHAPIRO
- HIROMICH SHIMIZU
- NELSON SUNWOO
- LEON VANOS
- ANDREA YORK

HAPPY MARCH BIRTHDAYS



- ALI ALYAMI
- GERALD ANAYA
- MATTHEW BALDWIN
- ORLONDO BARLAAN
- JOHN BERG
- ERNIE BRODIE
- SUNG CHUNG
- GRAHAM COFFEY
- SAMEERA DAYARATNE
- SHEHAN DESILVA
- CRISTOPHER DIAZ
- LEONEL FLORES
- MICHAEL FRENCH
- TIM FRIEDLANDER
- YARON GILINSKY
- ALLAN GILLMAN
- JUSTINE HO
- ANDREW LIONG
- DONALD MIKAMI
- JAN MILLER
- JOSEPH MISHURDA
- KRISTEN NAEEM
- LAURA OTERO
- JON PARKER
- ROHAN PATEL
- SHERWIN RICHARDSON
- JOURDAN RICHMAN
- MARK RUSSELL
- SANTIAGO SABGA
- SCOTT SNYDER
- GREG STEUBS
- DANIEL QUENTIN STEWART
- MICHAEL STONE
- EDUARDAS URBONAS
- CHIEH (JESSICA) WANG
- MELINDA WASMUND
- TYREESE WATSON
- JASON YOON



NICOLA CASSARO CAPPAI
First Solo



SANTIAGO SABGA
Private Pilot



ARFI GIRESSA
Instrument Pilot



KEVIN GABELE
Commercial Multi-Engine 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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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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