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APRIL 2016

HAPPY SPRING

EDITOR C. ROBINSON



WHAT'S UP? IS ALTERNATOR FAILURE AN EMERGENCY?

So you are flying along and your aircraft's alternator appears to be communicating with you. Depending on which aircraft you are in, the communication may be through a light on the panel or by fluxuations of the ammeter/load meter (Cessna versus Piper).

As always, aviate, navigate, and (lastly) communicate. Communication can wait until you are ready, so you might want to pull out the aircraft checklists to troubleshoot the situation.

All of our aircraft POH have a section on emergency checklists, usually found close to the front of the binder in section III. Listed are a dozen or so procedures that can be considered either abnormal or emergency. It would be confusing to have two different sections, so they are lumped together. Open door and carburetor icing are fairly normal occurrences, unless the pilot fails to aviate while distracted. Alternator failure in DAY VFR conditions is annoying but is manageable with forethought and systems knowledge. Does the engine quit if the electrical system is not operating properly? Never.

Using the Piper checklist as an example for a course of action:

1. ALT annunciator light illuminated: Ammeter Check to verify inop. alt.
2. If ammeter shows zero: ALT switch OFF
3. Reduce electrical loads to minimum
 - a. ALT circuit breaker Check and reset as required
 - b. ALT switch ON
4. If power not restored: ALT switch OFF
5. If alternator output cannot be restored, reduce electrical loads and .and as soon as practical. Battery is the only remaining source of [electrical] power.

A few pages later, Piper amplifies the checklist to provide further details.

Two issues to note:

1. Land as Soon as Practicable (LASP) has different implications during different missions. If you are on a local mission with low operational necessity, you may elect to return to home field. If there is impending damage to a system that would hinder a safe landing, you may elect to terminate and land immediately. On a cross-country, depending on the emergency, you could continue to your intended destination or find a suitable divert en route, so that you could evaluate the aircraft on deck. This option, in turn, might depend on the availability of ground support equipment or maintenance personnel. LSAP is a gray area.
1. Reducing electrical loads essential in order to conserve battery power. The biggest electrical loads are generated by voice transmissions; heating elements in pitot tubes, and transponders. So to spare the battery, fly with one radio, keep your voice transmissions to an absolute minimum, and run the transponder only if necessary. An aircraft battery will last 15 to 45 minutes after it's deprived of alternator energy

DECLARING AN EMERGENCY by Joe Sheldon from angelflightwest.org

Gather a room full of pilots and ask them the following questions:

1. How many of you have had an emergency while in flight?
2. How many of you have declared an emergency?
3. How many of you have had to complete any post emergency "paperwork?"

The answers are usually: A few, a few less, and zero. That's right, most people who declare an emergency never face the dreaded "paperwork" that everyone fears.

Take me, for example. Once I was firmly IMC when the engine started running rough. The EGT/CHT instrument indicated that I'd completely lost power in one cylinder. Without hesitation I turned directly toward the nearest airport while holding the current altitude to give me the greatest possible range should the engine stop. I did what diagnostics I could, declared an emergency, telling ATC where I was going, what I was doing, and prayed. ATC confirmed my execution by clearing me direct to the airport I was already flying toward and asked for the number of souls and fuel onboard and the nature of the emergency.

The ceiling at the airport was about 1500 feet AGL, so I arrived overhead at my cruise altitude and circled down until I was below the overcast. I flew a close in abbreviated pattern and made an uneventful landing. On final I noticed flashing lights scattered around the ramp area. After landing I taxied by two fire trucks and three police cars that were standing by in case the situation warranted. I confirmed with ATC that I was safely on the ground, and that was it!

Since there was no damage to the aircraft I didn't file an NTSB report and I never heard from the FAA. But the truth is that I'd have been happy to fill out whatever reports the FAA, NTSB, or whomever wanted me to because I completed the flight safely. If you are interested, NTSB Part 830 provides the reasons and timing for when you must file a report.

You probably remember from your flight training that there are two phrases you can use to command attention depending upon the severity of the situation. "Mayday, mayday, mayday" implies a serious and life threatening emergency. "Pan, pan, pan" communicates that you have an urgent situation. Personal opinion, if there is any doubt, "Mayday" is the right answer, or simply state "I am declaring an emergency."

Remember the old saw, "If you have an emergency, you should: 'Aviate, Navigate, and Communicate.'" The new take on that would add: "Manage," as in manage the problem to a safe conclusion.

Once you have declared an emergency, you have the right to do anything necessary to achieve a safe resolution. But first, FLY THE AIRPLANE and navigate toward a safe haven. Communication can wait until you are ready. If you need assistance, ATC is standing by to provide whatever you need. If you need a frequency, airport weather, approach information — it doesn't matter — ATC will help you in any way they can. If you have passengers you can also use them in whatever way makes sense.

The most important thing to keep in mind is that, in an emergency, the pilot should stay focused on doing whatever it takes to get the airplane safely on the ground. So, while in the midst of a situation, keep your focus, use the resources available, and declare an emergency if that will help.

CONGRATULATIONS!

ACCOMPLISHMENTS			
YARON GILINSKY	First Solo	C-152	CFI JOHN CAMPBELL
EMMANUEL KAPPELLA	First Solo	C-172	CFI ALI MOGHNIEH
JOSEPH MISHURDA	First Solo	Archer	CFI GREG STEUBS
ARIEF WICAKSONO	Commercial Single	Arrow	CFI MINJUN KIM
WAYNE CHANG	Commercial Multi	Seminole	CFI JOHN CAMPBELL
CRISTOPHER DIAZ	Commercial Multi	Seminole	CFI JOHN CAMPBELL

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

TOP GUN AWARD goes to SUNG CHUNG for logging the most flight hours in club aircraft in March. Runners up were HAKAN SOYYIGIT and ZAHID MUHAMAD !!!

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!

NEW & REJOINED CLUB PILOTS! WELCOME!



- SEAN BALLARD
- RICHARD BLOCK
- NOAH BRUNK
- SUNG CHUNG
- JAKE DAULTON
- MARK FABRIZIO
- HELMUT GRUBMULLER
- MICHAEL HA
- JIANGFAN FENDI LI
- PHILIP MARKE
- JONATHAN PORTILLO
- HAKAN SOYYIGIT
- CHARLES STYRON
- JICHENG JASON ZHOU

REVIEW: ANNUAL TSA RECURRENT TRAINING

Last month we held our annual TSA recurrent training as required by 49 CFR Part 1552. To review:

Should you observe suspicious activity, persons, or situations, first determine whether questioning the person involved is advisable and safe. Thereafter, if the situation continues to be suspicious, illegal, or dangerous, pursue one of the following actions:

1. Report the suspicious activity to a supervisor or other manager, or
2. Contact law enforcement, and/or contact the General Aviation hotline at (703) 563-3240 or 866 G-A-SECURE, which is 866-427-3287. If you contact local law enforcement, you should also contact the GA Hotline.
3. Question a person only if there is no danger to yourself or others. The reason you question people is to gain more information to determine whether reporting to management or law enforcement is necessary. In most cases, suspicious-appearing behavior is benign, but never make that assumption. If there is ever a question, report it, and let someone else help decide. If you are an independent flight instructor or do not have a supervisor, the General Aviation hotline can counsel you in a suspicious situation. Call 911 if there is an emergency. Always call the TSA hotline after calling 911.

The TSA lists a number of possible indicators of suspicious activity, such as:

1. Transient aircraft with unusual or unauthorized modification,
2. Individuals who appear to be under the control of another person,
3. Persons trying to access aircraft through force,
4. Suspicious cargo or loads being loaded onto an aircraft,
5. Student pilots who continually want to fly over sensitive locations or critical infrastructure such as nuclear plants,
6. Unauthorized people in secure areas.

To review security incidents since our meeting last year, we discussed the following incidents:

1. Paris Terror Attack, 11/13/15 — Mass shooting, suicide bombing, hostage taking
2. San Bernardino Terror Attack, 12/2/15 — Terrorism, mass shooting, shootout, workplace shooting
3. Belgium Terror Attack, 3/22/16 — Suicide bombings, nail bombing, mass, murder

The common theme for these incidents is the crazy behavior of perpetrators.

To add to the list of indicators of suspicious activities:

ACTING CRAZY

If you see something, say something.

HAPPY APRIL BIRTHDAYS



- TALAL ALWANNA
- ERIK APINYAN
- WILLIAM H. ARMET
- MICHAEL BLAZEVICH
- ANDREW BUDIMAN
- MANUEL CASTRO
- SHUNSUKE CHIGUSA
- JAKE DAULTON
- JOE DEL RIO
- DWIGHT L. DENNIS
- RIFKI ERDIANA
- BRUNO FURTADO
- RICHARD GARNETT
- BRIAN HERSCHER
- DARETON HINTON
- SCOTT HOLTZ
- SEANASSAD KAMAU
- ADIYA RAEDI KAZHIMI
- CRAIG KENMONTH
- GARRETT KENWORTHY
- GARY LAZENBY
- AARON URI LEVY
- RAY MCKENZIE
- KEVIN MENDONCA
- ALI MOGHNIEH
- COREY MOLINA
- SCOTT MURPHY
- KENNETH ODEH
- APRIL PARK
- BANDISH PATEL
- KARL PETERSON
- RYAN ROBINSON
- EILEEN RUIZ
- MAXWELL SCHNELLER
- DEMITRI SHEPHERD
- ALEXANDER SHOWMAN
- SHUEN (AUDREY) SHUM
- THEODORE SIEGEL
- DAVID TRINKLE
- BRIAN WROBLEWSKI

CHECKPOINTS



Dark April	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Apr 21:	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Apr 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.
May 10:	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.
Oct 21-23:	Huntington Beach Air Show! surfcityusaairshow.com/



YARON GILINSKY
First Solo



ARIEF WICAKSONO
Commercial Single



CHIA-WEI (WAYNE) CHANG
Commercial Multi

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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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