



LONG BEACH FLYING CLUB & FLIGHT ACADEMY



2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321
visit us: at www.Lbflying.com email: Lbflying@yahoo.com

Teaching the world to fly!
With all the aircraft you need from the first flight hour to an airline job and everything in between!

OCTOBER 2016 *Happy Halloween!* **EDITOR C. ROBINSON**



WHAT'S UP? OIL QUANTITY — PLEASE!

Note: As some of you know, I was out of town for most of the summer. Life has been a blur getting back up to speed with things around the club, but it really got my attention when I heard that our shop found low oil quantity in several aircraft. Cessna 152s have only a 6 quart sump – with this hot weather our engines are struggling to keep their cool. As a reminder of the importance of adequate oil quantity prior to takeoff, here is an excerpt from our December 2013

A good rule of thumb is to add oil when the dipstick shows one quart below the maximum marking on the dipstick

newsletter:

Oil. Bubbling Crude. Black gold. The Beverly Hillbillies stumbled upon their oil quite by luck. Pilots need not tap into their supply of luck when assuring an adequate quantity of oil prior to takeoff; simply check the engine dipstick.

Everybody knows that the oil is pretty important stuff and that our reciprocating engines won't reciprocate for long without an adequate supply of oil. Most of us would not drive our cars when low on oil, even though, if a problem arises, it is an option to coast to the side of the road, safe and sound. Why would we fly an aircraft low on oil where, if an engine problem develops, it becomes a serious emergency?

Engine oil has several functions: cooling, sealing (pistons), lubrication, flushing (cleaning), and hydraulic pressure.

1. Air passing through the cowling picks up heat from the cylinders and carries it away. That works well for the heat that makes it to the outer reaches of the engine, but not so well for the parts deep within the engine's core. Oil provides the internal cooling. That is, oil absorbs heat generated inside the engine. Less oil means less heat absorption/transfer capabilities and consequently a hotter internal temperature.
2. Oil aids in forming a seal between the piston and the cylinder wall to prevent leakage of gases from the combustion chamber.
3. Oil lubricates the engine, reducing friction between the moving parts.
4. In addition to reducing friction, the oil acts as a cushion between metal parts.
5. Oil helps clean the engine. Combustion of gasoline and air is a rather dirty process. Lots of contaminants are produced. As the oil circulates, it picks up most of these contaminants and either keeps them suspended until the next oil change or deposits them in the oil filter. Oils likewise help reduce wear by picking up foreign particles and carrying them to a filter where they are removed.
6. Aircraft with constant speed propellers use a portion of the engine oil to increase and decrease propeller pitch angles.

Realizing that there are varied and important functions that oil needs to perform during flight heightens the importance of having adequate engine oil prior to takeoff. Flight training is a rough environment and your aircraft need to be treated with tender loving care -- so don't skimp on engine oil!!!

1. Keep the aircraft full of oil. Add one quart as soon as it indicates one quart low on the oil dipstick.
2. Oil consumption is a very important trend to monitor in an engine; therefore we try and keep track of how many quarts of oil are added between oil changes by having pilots record on the sign-out sheet if they add any oil. Always fill out the oil sheets.
3. When you check the oil level shortly after the aircraft has been flown, remember that the dipstick reading will be noticeably lower because a significant quantity of oil remains adhered to various engine components. Estimate an additional 1/4 of a quart when checking the oil level immediately after the aircraft has returned from a flight.
4. It is not a valid excuse to skip checking the oil quantity because the oil dipstick was tightened down too tight on the previous flight. Get maintenance assistance if required to check the oil. Always tighten only "finger tight" when replacing the dipstick.

Oil. Black Gold, Texas Tea. Use it generously, y'hear!"

FUEL TRUCK APPROVED

It took only one year, 9 months and 4 days to get approval to operate our 1,500 gallon fuel truck on LGB. It's now official! We plan to begin fueling our aircraft with our truck on November 1st.



EFFECTIVE OCTOBER 1, 2016: BADGE DEPOSITS INCREASE

All of the listed fees are non-refundable except the badge deposit. The cash rate applies for payments by cash or check upon receipt of the signed application or paid by cash in advance. Any other form of payment or if the member account is in arrears, the badge fee or deposit will be charged at the credit card rate. Badge deposits made by credit card will be refunded at the cash rate (we lose as much as 5% for each credit card transaction we deposit).

The club has to collect the badge deposit because if you disappear without returning your badge, the city will bill us for your unreturned badge.

It is very time consuming for the club and other airport master tenants to do the accounting for the airport's badge system. We are not happy.

If you lose your badge or need to renew it, get the application signed at the club before you go to the badging office. You won't have to pay your fees to the badging office -- LBFC will be billed by the airport.

Remember to keep track of your badge expiration date.

LGB AOA BADGE FEES	cash	credit card
Badge - initial fee	\$ 25.00	\$ 26.25
Badge - renewal fee	\$ 10.00	\$ 10.50
Badge - first time replacement fee	\$ 150.00	\$ 157.50
Badge - second time replacement fee	\$ 200.00	\$ 210.00
Badge - third time replacement fee	\$ 250.00	\$ 262.50
Badge - deposit	\$ 200.00	\$ 210.00



ACCOMPLISHMENTS

JAE WOOK CHO	First Solo	C-152	CFI JOHN CAMPBELL
SIRIKUL JONGKOLSONGKROH	First Solo	C-152	CFI ALI MOGHNIEH
CHRISTOPHER KRAJACIC	First Solo	C-172	CFI GOMEZ GIOVANNI
MIKE KRAMER	First Solo	Warrior	CFI HANK SURFACE
ADEL NAGUIB	First Solo	Archer	CFI GREG STEUBS
BRUNO FURTADO	Private	C-152	CFIs LIMICH, GARNETT, CAMPBELL
STEPHEN HERNANDEZ	Private	C-172	CFI MONTY GROUTAGE
NATHAN LEGASPI	Private	C-152	CFI TIMOTHY FRIEDLANDER
IVAN CAMPOS	Instrument	C-152	CFI JOHN CAMPBELL
NANCY GIRGIS	Instrument	C-152	CFI JOE DEL RIO
RANJEET RAJAN	Commercial Single	C-172RG	CFI JOE DEL RIO
HAIRULIZAD (RUL) YACOB	Commercial Single	C-172RG	CFI ABHISHEK MUDGAL
RUDI LIMICH	ATP and CRJ Type Rating with SkyWest Airlines		

CONGRATS to RICHARD GARNETT, top CLUB CFI for September logging the most hours of dual given in club aircraft! Runners-up were JOE DEL RIO and ABHISHEK MUDGAL!

TOP GUN AWARD goes to FRANK CHEN for logging the most flight hours in club aircraft in September. Runners up were MENG-WEI LIN and JAE WOOK CHO!!

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 RULE INCREASES ALLOWED USE OF ATDS FOR PILOT TRAINING

The FAA issued a final rule that permits a person to log a maximum of 20 hours of aeronautical experience acquired in an approved aviation training device (ATD) toward the requirements for an instrument rating. Under part 61, students can now log up to 10 hours in basic aviation training devices (BATDs), and up to 20 hours in advanced aviation training devices (AATDs), with the combined total not to exceed 20 hours.

In addition, the rule also removes the requirement to wear a view limiting device while training in an ATD. To view more details on the rule, go to <https://federalregister.gov/a/2016-08388>.

DID YOU KNOW?

Students who are AOPA members are 3 times more likely to earn their private pilot certificate?

TRIVIA NIGHT! FREE AOPA AIR SAFETY INSTITUTE SAFETY SEMINAR

When: Wednesday, October 26, 2016, starting at 19:00 Pacific Daylight Time

Where: Doubletree by Hilton Irvine Spectrum
90 Pacifica
Irvine, CA 92618

Sponsor: AOPA Air Safety Institute

Contact: Robin Sharitz, 301-695-2175, Robin.sharitz@aopa.org

Sure, you know lots of important stuff about flying...but how sharp are your trivia skills? Join us for our latest seminar and find out! We'll test your knowledge of the arcane while also exploring the safety issues behind the trivia. For example, do you know: How long Lindbergh went without sleep during his transatlantic flight? How many drinks it takes to degrade performance as much as a poor night's sleep? What piece of equipment "caused" Eastern Air Lines Flight 401 to crash? From vintage navajids to aerodynamics and little-known aircraft, we've put together a collection of questions sure to put your knowledge to the test—and make you a safer pilot.

CHECKPOINTS

Oct 20	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Oct 20	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Nov 8::	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.
Oct 22-23:	BREITLING Huntington Beach Air Show! www.hbairshow.com
Dec 2:	Long Beach Flying Club Holiday Hangar Party & Safety Meeting — stay tuned for details!

NEW & REJOINED CLUB PILOTS! WELCOME!



BENJAMIN JOHNSON

EMMANUEL DHOOP

JACOB MASON

PAUL LAMPERT

ARTHUR FRANCIS STA ANA

RAY LEE

DAN MIKKELSEN

TAEJIN HAN

JASON LIM

ANTHONY MANWARRING

TAK SHUN TONG

JOON HO YEO

HAPPY OCTOBER BIRTHDAYS



WALTER BENCH

JOSHUA BORGES

ANDREW DORSEY

DAVID FORD

AMY FULLER

LEWIS GARCIA

DANIEL HILGER

CHIAWEI (ALFIE) HUANG

SROO THI JAIKUMAR

MENG-WEI (JOSEPH) LIN

GREG LONG

ALEXANDER MATA

LISA MCCLELLAN

MARK MILAM

REMI MILLER

ADEL NAGUIB

REZA DWI PUTRA

NELSON SUNWOO

HUNG-JEN TSAI

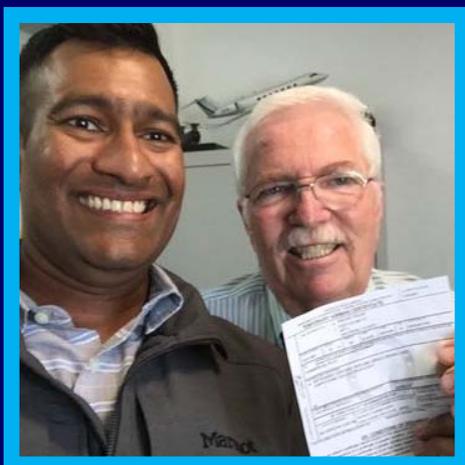




*RUL YACOB Commercial Single
June 9, 2016*



*BRUNO FURTADO Private
June 13, 2016*



*RANJEET RAJAN Commercial Single
June 13, 2016*



*NICOLA CAPPAL Private
August 12, 2016*



*SHOTA SERIKAWA Commercial Multi
August 23, 2016*



*JAE WOOK (CHRIS) CHO First Solo
September 9, 2016*



*NANCY GIRGIS Instrument
August 8, 2016*



*IVAN CAMPOS Instrument
September 20, 2016*