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AUGUST 2017

SUMMERTIME!

EDITOR C. ROBINSON



WHAT'S UP? STADIUM TFR FOR COMPTON?

The new home of the Los Angeles Chargers, the Stubhub Center in Carson, is only 2 miles from Compton Airport. As of press time it is unclear whether the Stubhub Center has a seating capacity of 27,000 or 30,000. If the latter is the correct number, then FDC NOTAM 9/5151 will apply since the radius of a Stadium TFR is 3 nm.

The NOTAM states, in part, "Commencing one hour before the scheduled time of the event until one hour after the end of the event, all aircraft and parachute operations are prohibited within a 3 nmr up to and including 3000 ft agl of any stadium having a seating capacity of 30,000 or more people where either a *regular or post season* Major League Baseball, *National Football League*, or NCAA Division One football game is occurring [italics added]."

At the August Airspace Users Working Group meeting, SOCAL was tasked with the action item to look into the possibility, if the NOTAM does apply, of creating a "carve out" to allow Compton Airport flight operations to continue during the football games.

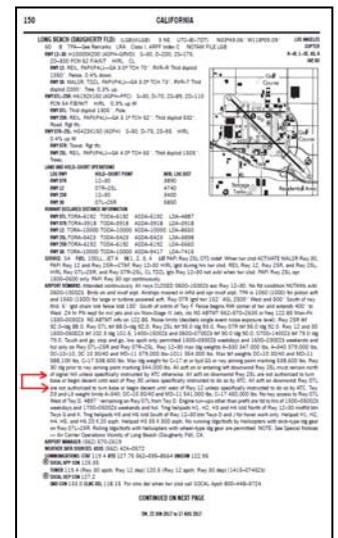
Until more information is available, keep in mind the following dates for Charger home games:

Sep 17	1:05pm PDT	Sunday	Nov 19	1:05pm PST	Sunday
Sep 24	1:25pm PDT	Sunday	Dec 3	1:05pm PST	Sunday
Oct 1	1:05pm PDT	Sunday	Dec 10	1:05pm PST	Sunday
Oct 22	1:25pm PDT	Sunday	Dec 31	1:25pm PST	Sunday

MAINTAIN ALTITUDE ON DOWNWIND AT LGB

In our May newsletter we reported on LGB Safety Notice NOTC7150 which was issued May 5, 2017. A portion of the safety notice has now been incorporated into the Chart Supplement in an update to the LGB airport/facility page. The newly-added portion reads:

All acft on or entering left downwind Rwy 25L must remain north of Signal Hill unless specifically instructed by ATC otherwise. All acft on downwind Rwy 25L are not authorized to turn base or begin decent until east of Rwy 30 unless specifically instructed to do so by ATC. All acft on downwind Rwy 07L are not authorized to turn base or begin decent until west of Rwy 12 unless specifically instructed to do so by ATC.



THOUGHTS FROM THE DISPATCHER'S DESK: WAKE TURBULENCE

By: Philip Stokes (Instrument Student and Advanced Ground Instructor)

Every day that I come to the Long Beach Airport, whether it's to work or to fly, I'm reminded why I love flying around here. Different types of aircraft and different types of surrounding airspace make for a delightfully challenging workload. Just as there are lots of things that make this airport fun to fly out of, there are lots of things that are potentially hazardous to the pilot who lacks situational awareness. One of those potential hazards is the wake turbulence of an aircraft as it moves through the air producing lift. Wake turbulence awareness is something that pilots ought to bear in mind, especially when flying around in the Los Angeles basin. This is because there are many airports around here that welcome both general aviation and larger commercial/charter aircraft such as Long Beach, John Wayne, Van Nuys, Ontario, Torrance, Hawthorne, etc. Wake turbulence is nothing to be afraid of as long as you stay out of it, and good judgment, vigilance, and situational awareness are all how to stay out of it.

Wake turbulence is something that all aircraft create behind them as they move through the air--even helicopters. If you have a hard time envisioning what wake turbulence looks like, you might think of the V-shaped waves that trail behind boats going through the water. These trailing waves are known as the boat's "wake". Just as a small sailboat could easily be knocked over by the wake of a commercial container ship, a Cessna 172 could easily be rolled by the wake of a commercial airliner. Regardless of how strong the wake turbulence of an aircraft is, the outer edges of the wake will be counter-rotating vortices that flow outward, upward, and rearward off of each wingtip as the aircraft produces lift. Additionally, this tumbling turbulent wake is typically descending as the aircraft moves through the air. The wake turbulence produced by small aircraft tends to be benign, but the wake of aircraft that are large, heavy, and slow is much more dangerous--potentially lethal. If you end up in that kind of wake, then there's a good chance that you'll end up working on your steep turns or unusual attitude recovery when you don't intend to. These characteristics all amount to a very simple method of avoiding harmful wake turbulence: just stay above it! If you're coming in for a landing behind a large aircraft, land beyond where it touched down. If in doubt, just go around! If you're taking off behind a large aircraft, lift off prior to the point where they lifted off (and try to do a good job climbing above their descending wake).

Another important thing to remember about wake turbulence is that it can be moved around by the wind. This matters to pilots especially when dealing with wake turbulence close to the ground such as during takeoffs or landings. If there are two parallel runways in use, such as at John Wayne Airport, the wake turbulence from one aircraft departing the "upwind" runway can be blown into the flight path of another aircraft taking off on the "downwind" runway. It's always helpful to know where the wind is coming from, especially when it comes to wake turbulence awareness. If you know where the wind is coming from, you know in what direction any wake turbulence will be pushed. If in doubt, wait a couple minutes for the turbulence to dissipate before you takeoff. Patience truly is a virtue. It's a lot easier to be patient and wait a minute than it is to not crash into things while being pushed off the runway by SouthWest's wake. Some tips for wake turbulence awareness while on approach would be to observe the windsock, observe the movement of the smoke that comes off the tires of traffic landing on the parallel runway, or just ask the tower for a wind check. When operating here at KLGB, wake turbulence (and other sources of turbulence and heat) must be kept in mind mostly if you are on final for runway 25L or 25R due to large, heavy, departing commercial airlines taking off on runway 30. For 25L, the critical area is mostly as you cross the threshold. Also, be aware of jet blast from jets that are taxiing on foxtrot and turning onto Delta as you cross the threshold of 25L. For 25R, the critical area would be over the runway as you execute a go-around. Talk to your instructor about wake turbulence to learn more about awareness and avoidance at different airports, be sure to practice talking about it if you've got a checkride coming up, and remember to fly safely!



ACCOMPLISHMENTS!!!

CONGRATULATIONS!

MATT GEHRING	First Solo	Warrior	CFI GREG STEUBS
BRYAN CHAO	Private	Warrior	CFI TOMAS MARTINEZ
CHOONG MO YANG	Private	C-152	CFI TOMAS MARTINEZ
TAE YUB LEE	Instrument	C-152	CFI RICHARD GARNETT
APRIL HYEKYOUNG PARK	Commercial Single	Arrow	CFI ABHISHEK MUDGAL
RICCI RAIMONDO	Commercial	Arrow	CFI JOHN CAMPBELL
KAIWEN WU	Commercial	C-172RG	CFI ALEX SHOWMAN
RUL YACOB	CFI	Arrow	CFI ABHISHEK MUDGAL

CONGRATS to RICHARD GARNETT, top CLUB CFI for July logging the most hours of dual given in club aircraft! Runners-up were KOJIRO UENO and GREG STEUBS!

TOP GUN AWARD goes to BRYAN CHAO for logging the most flight hours in club aircraft in July! Runners up were RYU YEON JIN and SO YUN PARK!!!

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 PHILIP STOKES for the help with this month's newsletter!

INTERESTING POH REVISIONS FOR THE WARRIORS

With birthdates from 1981 to 1986, it is unusual for Piper to issue revision data for the approved Pilot Operating Handbooks (POH). However, we recently received updates for the Pipers which are interesting to study.

The following applies to N4390S and N9260T paragraph 4.27 CRUISING:

POH revised 2017	POH previously
Adjust the throttle, if necessary, for final RPM setting. <i>To lean for best economy cruise performance, place the mixture control full forward and set the throttle to obtain the desired power setting for the conditions in Section 5 [Performance]. Gradually lean the mixture control until the engine operation becomes rough or until engine power rapidly diminishes as noted by an undesirable decrease in airspeed or engine RPM. When either condition occurs, enrich the mixture sufficiently to obtain a smooth and evenly firing engine or to regain most of the lost airspeed or engine RPM.</i> CAUTION	Adjust the throttle, if necessary, for final RPM setting. <i>For Best Economy cruise, a simplified leaning procedure which consistently allows accurate achievement of best engine efficiency has been developed. Best Economy Cruise performance is obtained with the throttle fully open. To obtain a desired cruise power setting, set the throttle and mixture control full forward, taking care not to exceed the engine speed limitation, then begin leaning the mixture. The RPM will increase slightly but will then begin to decrease. Continue leaning until the desired cruise engine RPM is reached. This will provide best fuel economy and maximum miles per gallon for a given power setting. See following CAUTION when using this procedure.</i> CAUTION

The following applies to N4308E and N6231H paragraph 4.27 CRUISING:

POH revised 2017	POH previously
To lean the mixture <i>for best power cruise performance, disengage the friction adjustment lever and place the mixture control full forward and set the throttle slightly below (approximately 35 RPM) the desired cruise power setting and lean the mixture to peak RPM. Adjust the throttle, if necessary, for final RPM setting.</i> <i>To lean for best economy cruise performance, disengage the friction adjustment lever and place the mixture control full forward and set the throttle to obtain the desired power setting for the conditions in Section 5. Gradually lean the mixture control until the engine operation becomes rough or until engine power rapidly diminishes as noted by an undesirable decrease in airspeed or engine RPM. When either condition occurs, enrich the mixture sufficiently to obtain a smooth and evenly firing engine or to regain most of the lost airspeed or engine RPM.</i> CAUTION <i>Prolonged operation at powers above 75% with a leaned mixture can result in engine damage. While establishing Best Economy Cruise Mixture, below 6,000 feet, care must be taken not to remain in the range above 75% power more than 15 seconds while leaning. Above 6,000 feet the engine is incapable of generating more than 75%.</i> Always remember that the electric fuel pump ...	To lean the mixture, <i>disengage the friction adjustment lever and pull the mixture control until the engine becomes rough, indicating that the lean mixture limit has been reached in the leaner cylinders. Then enrich the mixture by pushing the control towards the instrument panel until engine operation becomes smooth. When leaning, carefully observe the temperature instruments.</i> Always remember that the electric fuel pump ...

NEW & REJOINED CLUB PILOTS!



- MICHAEL ALIOTTA
- JERVIN BARCENAS
- CHRISTOPHER BELTRAN
- JESSE BELTRAN
- MENG FEI "MAGGIE" CAI
- DIEGO GARCES
- OMAR GONZALEZ
- GEORGE MCLAIN
- STEPHEN MOORE
- TRINH NGUYEN
- PAUL PADGETT
- ROBERT PARKER
- BRANDON RIOS
- PAUL WEGHORST



HAPPY AUGUST BIRTHDAYS

- MARCOS ANTONIO ALMAZAN
- JEFF BUENTGEN
- RYAN DAVIS
- KEITH FLEMING
- EDGAR FLORES
- ERIC HAASE
- DEAN HALL
- MARK R. HILSTAD
- JOSEPH JACKSON
- CHRISTOPHER KRAJACIC
- BRENNAN LIU
- DAVID LOCKE
- JAMES LOISCH
- SEAN MCCORMICK
- STEPHEN MOORE
- PEJMUN MOTAGHEDI
- HAJIME NAKAMURA
- ALISTAIR NEAL
- PAUL PADGETT
- RANJEET RAJAN
- FRANK REINMILLER
- JASON RUBADEAU
- MICHAEL SARABI
- HIROMICH SHIMIZU
- ANNE SHOMO
- LOUIS SPRINGER
- KOJIRO UENO
- ENRIQUE VERA
- KAIWEN WU
- CHOONG MO YANG



**MATT GEHRING
FIRST SOLO**

Congratulations to Matthew on his first solo today. Great job. We are thrilled with your success. Thank you goes out to his CFI Greg Steubs for a great job too

**BRYAN CHAO
PRIVATE PILOT**

Congratulations to Brian Chao for successfully completing his Private Pilot check-ride with FAA Examiner Matt Harlin. Also, congratulations to his CFI Tomas Martinez for a job well done. Way to go Brian. We are all so proud of you.



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