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everything in between!

JANUARY 2018

Happy New Year 2018!

EDITOR C. ROBINSON

WHAT'S UP? 2017 WAS A VERY GOOD YEAR

Last year Long Beach Flying Club, Flight Academy and Air Charter flew over 10,050 hours!

Reported to the front desk:

Twenty-six students soloed, six students completed their solo cross-country, seventeen students received their private pilot licenses, sixteen achieved an instrument rating and one pilot received their private license, multiengine.

Fifteen pilots achieved a single-engine commercial license and eleven pilots achieved a multi-engine commercial license. There was one pilot accomplishing their advanced ground instructor rating, four pilots who achieved their CFI rating and one pilot earned their CFII rating.

Two club members were hired by regional air carriers as first officers and one club alumni was hired as a first officer for a regional air carrier. One club alumni got hired at an on-demand charter company and one club alumni upgraded to captain for a regional air carrier.

CONGRATULATIONS to CFI of the Year: RICHARD GARNETT, the CFI of the Month who logged the most hours of dual given in club aircraft for all of 2017. Runner-ups were GREG STEUBS and JUN WATANABE!!!

The TOP GUN of the YEAR AWARD goes to BRYAN CHAO, the Top Gun of the Month who logged the most flight hours renting club aircraft in 2017. Runner-ups were SUKYUNG BAE and FU-CHIEH YU!!!

All our flight instructors and pilots were very, very busy in 2017 and we look forward to a productive and industrious New Year 2018!

MAINTENANCE ISSUES — from the Avionics Department

More frequently than we'd like, our aircraft are being started with the avionics master switch ON (or the radios themselves ON in aircraft without an avionics master). Starting the aircraft engine with the radios ON fries the low voltage power supply which often totals the radios.

In the Cessna POHs, the BEFORE STARTING ENGINE checklist has six items. In the C-152, one of the items reads: Radios, Electrical Equipment --OFF. The C-172 POHs is even more direct: Avionics Power Switch, Autopilot (if installed), Electrical Equipment -- OFF. CAUTION: The avionics power switch must be OFF during engine start to prevent possible damage to avionics.

In the Piper POHs, the BEFORE STARTING ENGINE checklist has three to nine items. All of those checklists contain the item: Radios ... OFF.

The following safety information came from my recent flight instructor revalidation course (FIRC):

Developing a Culture of Safety — Setting the Example / Use of Checklists

CFIs must use, and must instruct their students to use, an appropriate checklist for each phase of flight while on the ground or in the air (e.g., before starting engine, climb, before landing, etc.). A checklist can provide a listing of actions or confirmations. For example, a pilot either turns on the fuel pump or confirms that the fuel pump is on.

All checklists should be read aloud at all times.

Calling out each item on the checklist will force them to direct their attention to the item.

Emphasize that using a checklist must not be regarded as an objective in and of itself. A checklist is a tool used to assist the pilot in the safe operation of the airplane—that is the objective.

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RUNWAY 25L CLOSURE PROCEDURES — excerpts of an article by Richard Garnett

Effective Monday January 8, 2018 runway 25L was closed for reconstruction for the next 8 months. Check NOTAMS, keep your head on a swivel, read back all clearances and have your taxi diagram available.

DEPARTURES: West Traffic

Runways 25R, 30 and 12 @ taxiway Juliet will be available for departures.

For departing the Long Beach Class D, we recommend runway 30@ Delta 3 or runway 30 @ Juliet. You may run-up at 25L @ Delta or the run-up area for 7R.

DEPARTURES: East Traffic

Expect to use runways 7L or 12 @ Delta or runway 12 @Juliet.

PATTERN WORK: Use 25R

Due to high volume traffic, expect delays or restrictions to pattern work. In that case, use-Hawthorne or Torrance airports.

ARRIVALS: West Traffic

For runway 25R, from the "Practice Area" contact the tower on 120.5 and plan to cross mid-field at 2,000 feet. With landing clearance, make a descending right turn to the 25R downwind.

From the west, plan to fly over the 91 freeway and make a "45" degree entry to 25R AFTER crossing runway 30 centerline.

If you plan to land and taxi to LBFC, request a long landing and exit 25R @ Delta. This will expedite and shorten your taxi to LBFC.

ARRIVALS: East Traffic

From the "Practice Area", contact tower on 120.50 and expect "Right Base" over the 710 freeway for runway 7L.

IMPORTANT:

If you are at all unsure about taxi clearances, ask for a "Progressive Taxi" from Ground Control.

Expect "Land and Hold Short" clearances for landing on 25R and holding short of runway 30.

Instrument Training -- Expect restrictions on "Practice" approaches to runway 30.

Arrivals for runway 30 can be requested through SoCal Approach, by requesting a "Practice" ILS or VOR approach.

CONGRATULATIONS!

ACCOMPLISHMENTS!!!

FERRAN MARTI	First Solo	C-152	CFI NELSON SUNWOO
GARY SPEARS	Private	Warrior	CFI GREG STEUBS
REZA DWI PUTRA	Instrument	Warrior	CFI MINJUN KIM
KUNHUNG TSAI	Commercial Single Engine	Arrow	CFI MINJUN KIM
SO YUN PARK	Commercial Multi Engine	Seminole	CFI JOHN CAMPBELL

YOUR NAME HERE — ATTENTION PILOTS IN TRAINING: Please send pictures of you and your aircraft after your accomplishment to Sue at: lbfcSusan@gmail.com. Include your name, and rating/license and your CFI name. Thank you!

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

TOP GUN AWARD goes to CHAD BROKING for logging the most flight hours in club aircraft in December! Runners up were TSUNG CHIEN LU and FU-CHIEH YU!!!

Congratulations to HAROON HAFEEZ on his upgrade to captain in the Bombardier CRJ 700/900 for GoJet Airlines!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated!

Continued from page 1: Going through the motions by simply reading the checklist without actually performing or verifying the items is not acceptable. Instructors should impress upon their students that they must remain vigilant of the airspace outside of their cockpit and properly divide their attention at all times while using a checklist.

CAUTION FLYING TO SANTA MONICA (SMO) — PICK UP ALL NOTAMS

The recent shortening of the runway at SMO is causing some problems — the Chart Supplement is wrong!!! To fill in the gap until documents are caught up, a Letter to Airmen has been issued:

Issued: 12/22/2017 2122 (UTC) from Santa Monica Tower
Subject: Shortened Runway and Taxiway Configuration

Pilots are advised that Santa Monica Municipal Airport Runway 03121 is shortened from 4,973 feet to 3,500 feet.

Distance remaining signage will be located at 1000 foot increments, south of runway 21. Pilots should expect to exit the runway at a designated taxiway only.

- A1/B1- New taxiway location
- A2/B2- Existing taxiways
- A3/B3- New taxiway location
- A4/B4- Existing taxiways, new name
- A5/B5- New taxiways, new name

Do not exit the runway between marked exits, use the taxiways.

Pilots should also expect new hold areas on Alfa and Bravo in the Northeast, Northwest, Southeast and Southwest corners of the airport under IFR weather conditions.

Temporarily, the run up areas on the east side of the airport will be other than as noted on published charts. The old South East run up area will remain in affect. Pilots can expect to get taxi clearance to the old South East run up area and THEN a separate taxi clearance to the runway once the run up is complete.

On the west side of the airport, run up areas are cut outs in the infield area between A3 & A2 and B3 & B2.

When the new run up areas are constructed, they will be abeam A5 and B5. These will be movement areas.

Due to the shortened runway, from December 23, 2017 until February 1, 2018, only the VOR-A and visual approaches will be available. All RNAV departures are available.

Pilots are encouraged to ask SMO ATC for clarification or help at any time they are uncertain or think they need additional assistance.

Pilots should review NOTAM's prior to operating at Santa Monica Airport.

MORE ON RUNWAY 25L CONSTRUCTION / NOISE ISSUES— Press Release

As an engaged LGB stakeholders, you are urged to proactively help to reduce community noise impacts and preserve our allocated noise budgets. This was the intended mission of the noise committee when it was reestablished with the settlement of the federal noise litigation in the early 1990's.

As many of you know the City has been evaluating modifications to the existing noise ordinance, specifically it's fine structure, to actively manage noise mitigation measures, again, consistent with the intent of the ordinance. We are committed to supporting these efforts, and maintaining open lines of communication, supporting a collaborative relationship with airport staff to be part of proactive solutions. This effort is critical to best assure that our airport's noise budget is maintained, and as well, that within the current regulations, the airport and city maximize business development opportunities and mitigate to the fullest extent, negative impacts in the neighborhoods.

Also, given the pending work on runway 25L, which will be reconstructed over the next 11-12 months, this project will impact operations on runway 30 and 25L and modified noise management will be in place. Please keep up-to-date on that process.

NEW & REJOINED CLUB PILOTS!



- TYSON BEAMER
- PETER BIRRER
- MAUREEN BRODAGEN
- PRYCE BROWN
- RUBEN GARCIA
- MATTHEW GEHRING
- AMEER HASAN
- MATTHEW HINTON
- JEFF LE
- SKYLAR MAO
- ERIN O'CONNOR
- MIKE PORRAS
- TEDD SHELLNBARGER
- ALLISON STONE



HAPPY JANUARY BIRTHDAYS

- JOHN BAK
- JERVIN BARCENAS
- PRYCE BROWN
- JOHN CAMPBELL
- FRANKLIN JOSE CASTILLO
- DENNIS CHANG
- AMANDA CHIANG
- MARK DEL REY
- ROBERT DORTCH
- THOMAS GAEBEL
- DIEGO GARCES
- AARON GONYA
- KENNETH GRAHAM
- DANIEL JENKINS
- ALEXANDER JONES
- ROBERT KASSOUF
- JEFF LE
- KEVIN NGUYEN
- ALLEGRA PATTERSON
- CHRIS ROTH
- MICHAEL STONE
- ROBERT SULAHIAN
- DONALD SWETT
- DOM A. TALLARITA
- RITCHIE THORUP
- RYAN TRAN
- BRIAN WATERS
- ROBERT WEEBE
- WONG DARREN
- XUE YI (JESSICA) WU