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JULY 2018

HAPPY FOURTH OF JULY!

EDITOR C. ROBINSON



WHAT'S UP?

In the May 2018 newsletter (yes, just 2 months ago) I wrote about my pet peeve, use of landing lights on the ground during daylight hours. Last month N80138 taxied from Runway 25R with the landing light on and the cowl flaps closed. I am furious. The flight instructor that failed to use the after landing checklist (and also failed to instruct the pilot who was being given dual), should consider the comments I made to him on the ramp a first and final warning. I can't say strongly enough that this was a blatant demonstration of lack of professionalism, lack of responsibility, and lack of discipline. I expect more of a club CFI.

A second incident occurred on the ramp last month, also with a flight instructor on board. N9260T was returning to the ramp and executed several full power turns with abrupt and abusive braking, showing blatant disregard and lack of respect for safety and equipment. I cannot stress enough that we use towbars and manual labor to return aircraft to the tiedown. Flight instruction is a business and therefore must be conducted in a professional, legal manner. As in the professional world outside aviation, flight instructors are accountable to a code of ethics. The FAA defines ethics as "what a person does when no one is watching." An instructor's flying habits, both during instruction and when observable by students during other pilot operations, have a vital impact on safety. An instructor's advocacy for safety practices means little if (s)he does not follow them consistently.

Pilots shall not taxi or position aircraft on the Elliott ramp under any circumstances.

THE SHADOW KNOWS – Updated from November 2015

AOPA has a good article on misjudging taxi clearance, that is, the distance from one's own aircraft appendage to a nearby aircraft appendage. "Airplanes are as ponderous on land as they are graceful in the air. A whirling propeller is a poor form of propulsion at typical taxi speeds--it takes a lot of power to get going, and less than idle power to maintain a slow, safe pace. A tricycle landing gear has nowhere near the stability of a four-wheeled vehicle such as a car; you steer with your feet, and each main wheel brake operates independently of the other. The relatively poor ground control dynamics of an airplane, combined with long wings, make for difficult taxiing in close quarters."

Last month, a brand new private pilot taxied N3048E into a building while being marshalled by line service at Santa Barbara Airport. The wingtip was totaled. Even though the pilot believed he was being properly marshalled, remember: the responsibility for the safe operation of the aircraft on the ground rests with the flight crew.

The damage to our C-172 was so avoidable, especially since it was a sunny day, because one way to tell if you are going to clear another airplane when taxiing is to look at shadows--the shadow of your wing tip, and the shadow from whatever part of the nearby airplane you will be close to. If there is light between the shadows, you should be safe, but proceed slowly.

If it is cloudy and there are no shadows, or it is night, don't taxi in close quarters. Shut down the aircraft and use the towbar.

Shadows can also be used during flight as an additional tool to scan for traffic. Though not always possible, aircraft altitude and the angle of the sun may create a shadow on the ground below. Include the aircraft shadow in your scan – especially in the practice area or in the traffic pattern. When conducting a pre-flight passenger briefing, enlist passengers' help in scanning for traffic, including checking the ground on their side of the aircraft. For most passengers, it will be an interesting challenge to follow the flight's shadow. Spotting a converging shadow will notify the pilot of potential traffic, alerting the crew double-check for the converging aircraft's altitude.

Who knows what benefits lurk in the aircraft's shadow? The Shadow knows! Use it!

CLUB REGULATION REMINDER

Minimum charge of \$20.00 for cancellation of aircraft less than 24 hours prior to scheduled time, except when due to weather or health reasons; for no-show for scheduled aircraft; for late return of aircraft past the scheduled time.

Please make sure to update the aircraft schedule when you:

- Switch aircraft — we need to know when the scheduled aircraft has been made available and which other aircraft is being taken.
- Cancel due to weather— because there are pilots that might be able to fly in that weather
- Cancel due to health reasons — so that your account is not charged for a no-show.

ELIMINATION OF TELEPHONE INFORMATION BRIEFING SERVICE from FAA Safety Briefing July/August 2018

As part of the FAA's efforts to modernize and streamline service delivery, Flight Service will eliminate the Telephone Information Briefing Service (TIBS) in the contiguous United States, effective Sept. 13, 2018. TIBS is a continuous telephone recording of meteorological and aeronautical information that pilots can access without going through a Flight Service specialist. Since its inception in the early 1980s, the broadcast allows pilots to access weather and aeronautical information along their route of flight. However, it does not satisfy the requirement to become familiar with all available information prior to a flight. Originally created by specialists using scripts, TIBS uses text-to-voice technology to record the briefing. Flight Service created TIBS when there was a large demand for briefings, with the potential for extremely long wait times. With the advent of the internet and other enabling technology, the demand for information from Flight Service specialists has declined. From more than 3,000 specialists in more than 300 facilities during the early 1980s, staffing has decreased to fewer than 400 specialists in three facilities. Radio contacts have dropped to less than 900 per day, from an average of 10,000 per day. There are multiple sources available to pilots to access weather and aeronautical information, which are often presented in an easier to understand graphical format. Pilots no longer need to call a Flight Service specialist to adhere to Title 14 Code of Federal Regulations (14 CFR) section 91.103 to maintain awareness of weather and aeronautical information. With the area forecast to graphical forecast change in October 2017, the TIBS recording no longer includes a synopsis. Without the synopsis, the information provided in the TIBS broadcast is less useful, which provides a further rationale for discontinuing the service. A safety risk management panel was held in January to determine the impact of this change to the National Airspace System (NAS). The panel did not identify any new hazards associated with the elimination of TIBS.



ACCOMPLISHMENTS!!!



HSUANG-YUNG CHEN	First Solo	C-152	CFI AXEL SEIXAS
EMMY JEWELL	First Solo	WARRIOR	CFI ALEX SHOWMAN
WILLY GANDOLFO	Private	C-172SP	CFI ALEX SHOWMAN
OMAR GONZALEZ	Private	C-152	CFI AXEL SEIXAS
VY TRAN	Private	WARRIOR	CFI GREG STEUBS
DANIEL HILGER	Instrument	C-172	CFI HANK SURFACE
KUN HUNG TSAI	Commercial Multi	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: lbfcusan@gmail.com. Include your name, and rating/license and your CFI name. Thank you!

CONGRATS to KEVIN WU, top CLUB CFI for June, logging the most hours of dual given in club aircraft! Runners-up were ALEX SHOWMAN and RICHARD GARNETT!!!

TOP GUN AWARD goes to TING-WEN KUO for logging the most flight hours in club aircraft in June! Runners up were CHARTNARONG CHOBOON and DAYGUN LEE!!!

ALUMNI UPDATE: Congratulations to YOGESH BHAVNANI who was just hired by InterGlobe Aviation LTD (IndiGo) as a First Officer. Yogesh came from Mumbai, India and completed all his flight training at our school. So great to keep up on our graduates. You make us proud.

ALUMNI UPDATE: Congratulations to MISCHA MALIKSI on her new job as a First Officer for SkyWest Airlines. She did her Commercial Multi-Engine license with John Campbell last September.

TOP OF THE CLASS: Meet LUCAS PRADELLA! He is from Belgium and lives in Vietnam. He arrived at our school on October 1, 2017 and has successfully completed all of his flight training in 9 months. He has been a fantastic student. At the school everyday, training at full speed, studying all the time and coming to each of his lessons well prepared. His is graduating with a Private Pilot license, Instrument rating, Commercial Single License and Multi-Engine Add On. His total flight hours is 277.5 in 9 months. This is a true example of an excellent flight training student. We are all so proud of him and what the future holds for him. He leaves a legacy, one that will be hard to top. Thank you, Lucas for being at our school. You brightened our days."

CONGRATULATIONS to SHOTA SERIKAWA on his new job flying for Advanced Air out of Hawthorne Airport. Advanced Air has over 60 employees and operates a fleet of King Air 350s, Pilatus PC-12s and the Lear 45XR.

RUNWAY 25R/7L RENAMED OFFICIALLY

July 19th will be the official start date for using the new designation for Runway 26R/8L. The new paint and signage will be installed the previous evening.

Also effective July 19th:

- The Chart Supplement which contains the updated Airport Diagram
- U.S. Terminal Procedures Publication Southwest (SW) Vol 3 of 4, which contains several changes including:
 - RNAV (RNP) Rwy 26R procedure renamed
 - Land and Hold-Short Operations (LAHSO) updated
 - Hot Spots — descriptions updated
 - Takeoff Minimums and (Obstacle) Departure Procedures updated
 - DSNEE FOUR (RNAV) arrival updated
 - Approach charts airport diagram/ airport sketch updated for the ILS or LOC RWY 30; the RNAV (RNP) RWY 12; the RNAV (RNP) Y RWY 30; the RNAV (GPS) Z RWY 30; and the VOR or TACAN RWY 30
 - RNAV (RNP) RWY 26R approach chart updated
 - LA RIVER VISUAL RWY 12 approach chart updated
 - Airport Diagram updated
 - Anaheim One Departure SID updated, as were two other SIDS, TOPMM Four Departure (RNAV) and the ZOOMM Two Departure (RNAV)

The change to the LA TAC is being handled using a chart bulletin in the Chart Supplement: Change RP 7R, 25R to RP 8R, 26R at Long Beach/Daugherty arpt,

NEW RUNWAY 26L RUN-UP AREA from LGB Operations Advisory Bulletin N. 2018-11

Effective Monday June 18th, a newly configured run-up area became available, and is currently being used prior to departures from D3 for Runway 30. There are positions for five aircraft and can be used either facing east or west, depending on the best way to run-up into the wind.

NEW & REJOINED CLUB PILOTS!



- BRYAN CHAO
- FREDDY CRUZ
- DANIEL DIAZ DEL CASTILLO
- JEFFREY EWART
- CLARENCE GOMOTO
- MICHAEL GRIEG
- HAROON HAFEEZ
- MYDA HERNANDEZ
- JULIO MONGE
- JENNY PHILLIPS
- BRIAN PONTE
- ERIK DANIEL RABE
- JESUS SANDOVAL
- KYLE TUSHAUS
- SING WANG



HAPPY JULY BIRTHDAYS

- ADAM AKTAS
- JONGCHAN CHANG
- JOSH CHAUVIN
- DAMIEN CHRISTOPHER
- RICKY CLEMENTE
- NOLAN CONWAY
- ANDREW DAVIDSON
- CEDRIC DELA CRUZ
- MAXIM ESHKENAZY
- MARK FABRIZIO
- WILLIAM FINKEN
- NICOLE LEE FRANCE
- WILLY GANDOLFO
- ANDREW GROVER
- MYDA HERNANDEZ
- KEVIN JACKSON
- JENNIFER KIRALY
- TING-WEN KUO
- SPENCER LANMAN
- ALISA LEE
- DAYGUN LEE
- HYUN RHIN LEE
- RUDI LIMICH
- MEGAN LOMBARD
- ELIZABETH MELIUS
- JULIO MONGE
- RAYDEN NGUYEN
- MICHAEL OLIVIERI
- JENNIFER SOZA
- PHILIP STOKES
- VY TRAN
- HAIRULIZAD (RUL) YACOB

AVOID WRONG SURFACE OPERATIONS: LOOK, LISTEN, FOCUS IT CAN HAPPEN TO YOU: When you're approaching an airport that has a set of parallel offset runways, make sure not to accidentally land on the wrong runway than originally cleared for. **THE FIX:** During pre-flight, remind yourself of possible landmarks that will help you clearly identify the runways. Use your passengers help to pinpoint the correct runway!