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MARCH/APRIL 2019 IT'S SPRINGTIME! **EDITOR C. ROBINSON**

WHAT'S UP? NONTOWERED AIRPORT ARRIVALS

Nontowered airports—those not served by an operating air traffic control (ATC) tower—are much more common than towered fields. In fact, nearly 20,000 airports in the United States are nontowered, compared to approximately 500 that have towers.

Millions of safe operations in all types of aircraft are conducted at nontowered airports in a variety of weather conditions. The process works because pilots put safety first and use recommended procedures.

Procedures for operating at an airport without a control tower or an airport with a control tower that operates only part time are described by Federal Aviation Regulations (FAR), the Aeronautical Information Manual (AIM) and FAA Advisory Circulars. AOPAs Safety Advisor "Operations at Nontowered Airports" is also an excellent resource.

The FAA advisory circular, "Non-Towered Airport Flight Operations" (AC90-66B), calls attention to regulatory requirements, recommended operations, and communications procedures for operating at a non-towered airport. It recommends traffic patterns, communications phraseology, and operational procedures for use by fixed-wing aircraft and other users of our airspace.

TRAFFIC PATTERNS FIXED WING

1. Observance of a standard traffic pattern and the use of CTAF procedures is essential. FAR 91.126(b)(1) requires that each pilot of an airplane must make all turns of that airplane to the left, unless the airport displays approved light signals or visual markings indicating that turns should be made to the right, in which case the pilot must make all turns to the right. An exception is when on a visual approach using IFR procedures executed as part of the termination of an instrument approach.
2. Traffic Pattern Entry: Arriving aircraft should be at traffic pattern altitude and allow for sufficient time to view the entire traffic pattern before entering. Entries into traffic patterns while descending may create collision hazards and should be avoided. Entry to the downwind leg should be at a 45 degree angle abeam the midpoint of the runway to be used for landing. The pilot may use discretion to choose an alternate type of entry, especially when intending to cross over midfield, based upon the traffic and communication at the time of arrival.
3. All similar types of aircraft, including those entering on the 45 degree angle to downwind, should be at the same pattern altitude so that it is easier to visually acquire any traffic in the pattern. It is recommended that airplanes observe a 1,000 foot above ground level (AGL) traffic pattern altitude.
4. The traffic pattern altitude should be maintained until the aircraft is at least abeam the approach end of the landing runway on the downwind leg. The base leg turn should commence when the aircraft is at a point approximately 45 degrees relative bearing from the approach end of the runway.

COMMUNICATION/PHRASEOLOGY

1. All traffic within a 10-mile radius of a non-towered airport or a part-time-towered airport when the control tower is not operating should continuously monitor and communicate, as appropriate, on the designated CTAF until leaving the area or until clear of the movement area, Departing aircraft should continuously monitor/communicate on the appropriate frequency from startup, during taxi, and until 10 miles from the airport.
2. It is essential that all radio-equipped aircraft transmit/receive on the CTAF.
3. To help identify one airport from another, the correct airport name should be spoken at the beginning and end of each self-announce transmission.
4. "Self-announce" is a procedure whereby pilots broadcast their aircraft call sign, position, altitude, and intended flight activity or ground operation on the designated CTAF. When referring to a specific runway, pilots should use the runway number to help identify one airport from another when sharing the same frequency and the airport name should be spoken at the beginning and end of each self-announce transmission.
5. When a visual approach executed as part of the termination of an instrument approach, pilots should clearly communicate on the CTAF and coordinate maneuvering for the execution of the landing with other traffic so as not to disrupt the flow of other traffic.

GENERAL OPERATIONAL PROCEDURES

1. FAR 91.113(g) requires that aircraft, while on final approach to land or while landing, have the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.
2. No-Radio Aircraft: Pilots should be aware that procedures at airports without operating control towers generally do not require the use of two-way radios; therefore, pilots should be especially vigilant for other aircraft while operating in the traffic pattern. Pilots of inbound aircraft that are not capable of radio communications should determine the runway in use prior to entering the traffic pattern by observing the landing direction indicator, the wind indicator, landing and departing traffic, previously referring to relevant airport publications, or by other means.
3. Collision Avoidance: The pilot in command's (PIC) primary responsibility is to see and avoid other aircraft and to help them see and avoid his or her aircraft. Keep lights and strobes on. The use of any traffic pattern procedure does not alter the responsibility of each pilot to see and avoid other aircraft. Pilots are encouraged to participate in "Operation Lights On," a voluntary pilot safety program described in the AIM, paragraph 4-3-23, that is designed to improve the "see-and-avoid" capabilities.

SAFETY TIP

Use landing lights within 10 miles of the airport. Put it on your takeoff and descent checklists—it is the mark of a professional.

SAFETY TIP

The airlines use the "sterile cockpit" concept to minimize distractions by restricting conversation to operationally pertinent topics. Brief your passengers or copilot that, within 10 miles of the airport, either inbound or outbound, they should not disturb you other than to point out traffic or significant aircraft-related items. It is not a time to answer general questions about the aircraft or sightseeing.

CONGRATULATIONS!

ACCOMPLISHMENTS!!!

TIEN NGUYEN	Solo Cross Country	C-152	CFI AXEL SEIXAS
TEDDY PHU THANH DANH	Solo Cross Country	C-152	CFI POCHUN TSENG
JOHN FIGUEROA	First Solo	C-172	CFI POCHUN TSENG
SYLVIA INDRAWES	First Solo	C-152	CFI KEVIN WU
SAUMIL SHAH	First Solo	C-152	CFI POCHUN TSENG
ROBERT W SITTMAN	First Solo	Archer	CFI KEVIN WU
MICHELLE AYRES	Private	C-172	CFI RICHARD GARNETT
CHEN EN HU	Private	C-152	CFI AXEL SEIXAS
JACOB MORRIS	Private	Archer	CFI GREG STEUBS
STEVIE TU	Private	C-152	CFI NELSON SUNWOO
SEAN IRWIN	Instrument	C-152	CFI MINJUN KIM
VY TRAN	Instrument	Warrior	CFI AXEL SEIXAS
CHARTNARONG CHOOBOON	Commercial Single Engine	C-172	CFI NELSON SUNWOO

CONGRATS to RICHARD GARNETT, top CLUB CFI for February, logging the most hours of dual given in club aircraft! Runners-up were VICKY LIU and COREY LEWIN!!!

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

TOP GUN AWARD for February goes to HANSEUNG LEE for logging the most flight hours in club aircraft in February! Runners up were EMMY JEWELL and DAYGUN LEE!!!

TOP GUN AWARD for March goes to HANSEUNG LEE for logging the most flight hours in club aircraft in March! Runners up were NILAN GUNASEKERA and JENNIFER KIRALY!!!

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

REMINDER – Check the renewal date as printed on the front of your airport badge If your badge expires, the airport sends us a bill for $200. It is impossible for us to track your badge expiration date since it varies based on the date the badge is picked up from the badging office. Don't let those badges expire!

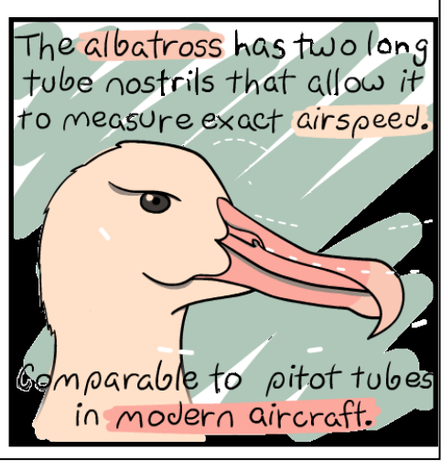
NTSB SAFETY ALERT 067: FLYING ON EMPTY

Fuel exhaustion is running out of fuel whereas fuel starvation is having fuel onboard but it doesn't reach the engine for reasons such as a blockage, improperly set fuel selector, or water contamination.

- More than 66% of fuel management accidents occurred on flights when the intended destination airport was different than the departure airport. About 80% of all fuel management accidents occurred during the day in visual meteorological conditions; only 15% occurred at night.
- Almost half of pilots involved in fuel management accidents hold either a commercial or air transport pilot certificate (48%); pilots holding private or sport pilot certificates make up 50%. Only 2% of accidents involved student pilots.
- Pilot complacency and overestimation of flying ability can play a role in fuel management accidents. Running out of fuel or starving an engine of fuel is highly preventable.
- An overwhelming majority of our investigations of fuel management accidents—95%— cited personnel issues (such as use of equipment, planning, or experience in the type of aircraft being flown) as causal or contributing to fuel exhaustion or starvation accidents. Prudent pilot action can eliminate these issues. Less than 5% of investigations cited a failure or malfunction of the fuel system.

WHAT CAN YOU DO?

- Know how much fuel you have onboard AT ALL TIMES.
- During your preflight inspection, measure and/or visually confirm the fuel quantity in your tanks.
- Do not rely exclusively on fuel gauges.
- Know how much fuel you will need for a given flight.
- Make sure you have a fuel reserve for each flight.
- Know your engine's fuel burn rate and actively monitor the fuel burn rate for the entire time the engine is operating.
- Know your aircraft's fuel system and how it works.
- Review your aircraft's POH and use the appropriate checklists. Don't stretch your available fuel supply. Stop and get gas!



NEW & REJOINED CLUB PILOTS!

February

AYOTUNDE AJIJOLAIYA
MICHAEL ALVIDREZ
LAUREN AMAR
JEFF CLEMENT
JEREMY LEUNG
SHEREE LUTTRELL
AARON OPIPAHT
NATHAN RIDDLE
MONIQUE SAO
ALAN SIMONINI
CHASE STEWART
CHARLES WELLER

March

ROBERT BARKER
DANIEL CASTANEDA
YOUNG CHAE
PAUL CLEVENGER
JEFFREY COLL VALDES
ZACHARY FRIEDRICHS
JIN PYO LEE
KEVIN LEE
MONICA LIU
JAKE MCCOY
DONALD ORR
JASON RUBADEAU
DALE SORENSON
CATHERINE SOSA
CHO SUNGHO
HOWARD TSAI
JAY TSAI
JOY TSAO
MUNDER YACOUB

HAPPY APRIL BIRTHDAYS

JULIO ALFARO
TALAL ALWANNA
DERREK ANDERSON
PETER ANNINOS
JASMINE ARDESHIRI
WILLIAM H. ARMET
ANDREW BUDIMAN
VICTOR CERVANTAS
YOUNG CHAE
SHUNSUKE CHIGUSA
DE-KAI CHOU
JOE DEL RIO
DEXTER FORD
RICHARD GARNETT
JULIAN GORDON
RAMY GUIRGIS
NILAN GUNASEKERA
KACEY HENNING
PAUL HERMAN
TING WEI HUNG
GARY LAZENBY
DANIEL LEPORE
KEN LU
SHEREE LUTTRELL
DAVID MARTINEZ
KEVIN MENDONCA
COREY MOLINA
AARON OPIPAHT
APRIL PARK
BANDISH PATEL
SHRI PATEL
KARL PETERSON
RYAN ROBINSON
EILEEN RUIZ
AXEL SEIXAS
JAY TSAI
HOWARD TSAI
DAIGO TSUBOI
RYAN TUMALAD
BRANDON VILLALOBOS
TYLER WESSELS
BRIAN WROBLEWSKI
CRISTHIAM YESCAS-TIFFER

<— JASEONG KOO
First Solo

SAUMIL SHAH
First Solo

<—PRAVESH UDHWANI
Private Pilot

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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 10.25% 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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