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JULY 2019

HAPPY MOON DAY!

EDITOR C. ROBINSON



WHAT'S UP? WHEN MOMMA'S NOT HAPPY, NOBODY'S HAPPY

Twice this week I've had to approach the crews of aircraft returning to the ramp. It's not something that is particularly pleasant for me. The problem is that when poor behavior is observed, it is necessary to assert authority so that learning can occur, to show that some behaviors are unsafe, and to teach more effective ways to perform tasks.

The first incident can best be described with a revamp of a rant from our May 2018 newsletter and involved an aircraft taxiing back to the ramp in the afternoon with the landing light on. It screams sloppy pilot to me; the pilot is not disciplined enough to use their aircraft checklist.

Use of landing lights on the ground during daylight hours is a pet peeve of mine. Landing lights are expensive and, without being cooled while in flight, they get used up prematurely. From my point of view it shows a lack of care for the aircraft. After landing, the aircraft should be "cleaned up" prior to switching to ground control. I wonder if the pilot has also forgotten to turn off the carb heat so that unfiltered air isn't ruining the engine. When the pilot had leveled off at cruise, was the Cruise Checklist performed with the power and mixture set per the performance tables or were both left in the full forward position? All sorts of things to worry about.

Taxiing in with the landing light on during the day in the complex aircraft is even more worrisome to me. Is the pilot disciplined enough, focused enough or responsible enough to be trusted to use checklists to take care of the landing gear?

The second incident involved a dual flight on departure from runway 26L; the instructor, on climb out just passing the club with no more than 300 feet AGL, pulled the throttle to idle. Perhaps only five seconds elapsed before the power was reapplied, but it was enough to nearly cause a coronary event.

A rule of thumb that is stressed early on and frequently throughout flight training is that most engine failures happen when the power configuration is changed. Changing the power should be delayed until you have gained enough altitude for a safe emergency landing.

In a single-engine piston aircraft, unless the POH directs otherwise or operational considerations (such as an altitude restriction from ATC) require something different, maintain full power until reaching at least 1000 feet AGL (depending on what the terrain and obstacles in the area).

Whether or not the first power reduction is a time of increased failure, operate on the assumption that the engine can fail at any time, and should the engine fail (for whatever reason), adequate distance from the ground allows time for decisions, confirmation of a landing spot, and preparation for the pilot, passengers, and the aircraft for whatever is going to happen next. The only things that are going to matter are altitude, airspeed, and landing options, and as much altitude and airspeed as possible to help maximize landing options.

It should be noted that this rule of thumb is definitely one of those "endless debate" subjects. To quote from Textron Lycoming (all of our engines are Lycoming): "A computer study made over a three year period concluded that engine failures during take off are quite rare... There is no evidence that an engine will most likely fail at the first power reduction". However, especially departing LGB to the west, options for off-airport flat land are extremely limited. Additionally, it's not all dependent on the engine itself. Linkages and cables connected to your powerplant could become jammed so that reapplication of power might be in jeopardy.

Simulating engine failures should be practiced at altitude. Establish an imaginary runway elevation of, say, 3000 feet. Then at 3300 feet, pull back the power so that students can learn that a 180 degree turn is not an option.

Please help Momma's heart health by using discipline, checklists and safe habits, and help her live to be an old, bold pilot!

QUIZ

from AOPA magazine June 2019

Question: What items carried aboard Apollo 11 were so integral to the success of the first manned flight to the moon that Command Module Pilot Michael Collins referred to them as "the fourth crew member?"

Answer: Checklists. Each of the Apollo 11 astronauts logged more than 100 hours familiarizing themselves with and modifying checklists that were used for virtually every aspect of their flight.

MAN FIRST WALKED ON THE MOON 50 YEARS AGO (AOPA.org, NASA.gov)

On May 25, 1961, President John F. Kennedy challenged Americans, saying, "I believe that this nation should commit itself to achieving the goal, before this decade is out, of landing a man on the Moon and returning him safely to the Earth." As of that date, America's space experience totaled 15 minutes, the single suborbital flight of Alan Shepard. Just eight years later, on July 20, 1969, Neil Armstrong stepped onto the moon's surface. The Apollo mission was, incredibly, 50 years ago this month.

Neil Armstrong along with Buzz Aldrin, the second man to walk on the moon, spent more than 21 hours on the moon. They collected samples, conducted experiments and guided the imagination to a place never seen before.

An estimated audience of more than 700 million worldwide watched as CBS News broadcast the live action for 32 straight hours.

The Apollo astronauts brought back a wide variety of rocks, more than 800 pounds total. They included material with a large amount of natural glass, formed when meteorites struck the moon. Some of the glass was formed more than 4 billion years ago, preserved by the lack of water and atmosphere on the moon, giving scientists insights into the early days of the solar system.

To date, a total of 12 men have walked on the moon, all US astronauts from the Apollo Program missions, which have become a cultural benchmark. How many times have you heard someone ask, "If they can send a man to the moon, why can't they . . . ?"

The Apollo lunar flights ended in 1972; however, NASA's work at the Moon has prepared us for the next giant leap: challenging missions to Mars.

Buzz Aldrin is 89 years old, born January 20, 1930. Neil Armstrong died August 25, 2012 at the age of 82.

For more information about NASA's plan for the future, visit:

<https://www.nasa.gov/feature/nasas-exploration-campaign-back-to-the-moon-and-on-to-mars>



ACCOMPLISHMENTS!!!

WEI-LIEN CHEN	First Solo	C-172	CFI RUL YACOB
JENNY HUARD	First Solo	C-152	CFI RYAN DAVIS
VIRGINIA YANG	First Solo	C-152	CFI COREY LEWIN
NICOLE FRANCE	Private	C-172SP	CFI RICHARD GARNETT
DE-KAI CHOU	Instrument	Warrior	CFI VICKY LIU
NILAN GUNASEKERA	Instrument	C-172	CFI RICHARD GARNETT
KEVIN YANG	Instrument	Warrior	CFI VICKY LIU
SEAN IRWIN	Commercial Single	C-172	CFI MINJUN KIM
KEN LU	Commercial Single	Warrior	CFI NELSON SUNWOO
DAYGUN LEE	Commercial Multi	Seminole	CFI JOHN CAMPBELL
RAIMONDO RICCI	Commercial Multi	Seminole	CFI JOHN CAMPBELL

Many thanks to everyone for reporting all these accomplishments!!!

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

TOP GUN AWARD goes to DE-KAI CHOU for logging the most flight hours in club aircraft in June! Runners up were SEAN IRWIN and CHEN EN HU!!!

CONGRATULATIONS to club pilot AXEL SEIXAS on his new job at Compass Airlines! Axel will be based at LAX. Compass Airlines, LLC, is a regional airline headquartered in Minneapolis–Saint Paul International Airport with hubs at Los Angeles International Airport and Seattle-Tacoma International Airport. Compass operates a fleet of Embraer 175 aircraft on behalf of Delta Air Lines (as Delta Connection) and American Airlines (as American Eagle).

CONGRATULATIONS to club pilot SING WANG on being hired by Eva Air! Best wishes on starting your airline career !

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

AOPA SAYS DON'T WASTE RESOURCES ON DRUG STUDY from AOPA ePilot

AOPA, along with other general aviation advocates and airline pilot groups, raised objections to a proposed FAA study aimed at assessing drug use among pilots by anonymously collecting and testing their urine during physical exams.

In a letter to the FAA, the groups expressed their strong opposition to the study and requested that it be immediately shelved, writing: "Collectively, we strongly contend that the study: (1) is fundamentally flawed and will not accomplish its stated goals; (2) does not comply with applicable legal requirements; (3) represents a waste of valuable time, money, and limited resources; and (4) will further erode trust between the pilot community and the Office of Aerospace Medicine."

Test results of a pilot who has no intention of flying on the day of examination will be erroneously reported as those of an "actively flying pilot," resulting in flawed and inaccurate conclusions, it said.

The FAA study comes in response to a National Transportation Safety Board safety recommendation, A-14-95, that the agency assess the use of drugs among flying pilots not involved in accidents and compare the results with pilots who died from aviation accidents. In the letter, the pilot groups call on the NTSB to rescind that safety recommendation, which was put forward after post-accident autopsy reports suggested an increase in traces of medications and drugs found in pilots, even though the causes of the accidents were not medically related.

The groups are calling for the FAA to focus its resources on educating pilots about harmful drugs identified in toxicology reports, point them to safe alternatives, and not waste limited resources on a nationwide, multiyear drug study. The letter also renews a call for the Office of Aerospace Medicine to develop a comprehensive and robust list of medications and publish it online.

AOPA is hopeful that the FAA will abandon the study and refocus its resources on outreach, communication, and education—areas in which we can partner and work with the agency to achieve improvements to aviation safety.

NEW & REJOINED CLUB PILOTS!



- JERVIN BARCENAS
- JULISSA CHACON
- SAMANTHA CUMMINGS
- MIKAL ENGLISH
- KELSEY HALL
- CRISTINA MARCHAND
- LISA MARSHALL
- SANG NGO
- ROBERTO PALAFOX-LOPEZ
- MARIKO RABBETTS
- NICHOLAS RAMOS
- THOMAS RICHARDSON
- REBECCA ROSSINI
- LINO SAFIEDDINE
- ELTON STINGLEY
- HAO-TING SUN
- MICHAEL WILSON
- JUSTIN YANG



HAPPY JULY BIRTHDAYS

- ADAM AKTAS
- ROSLYN BLAKE
- JONGCHAN CHANG
- JOSH CHAUVIN
- RICKY CLEMENTE
- NOLAN CONWAY
- ANDREW DAVIDSON
- DAVID DAVIDSON
- CEDRIC DELA CRUZ
- GREGORY EKMAN
- MAXIM ESHKENAZY
- MARK FABRIZIO
- XAVIER FAELDAN
- WILLIAM FINKEN
- NICOLE LEE FRANCE
- WILLY GANDOLFO
- ANDREW GROVER
- CRAIG HARMS
- KEVIN JACKSON
- NATHAN JARAMILLO
- JENNIFER KIRALY
- DANIEL KWON
- ALISA LEE
- JEREMY LEUNG
- MEGAN LOMBARD
- AVELAR LUIS
- GABRIEL MOLINA
- RAYDEN NGUYEN
- MICHAEL OLIVIERI
- RAIMONDO RICCI
- SHAWN ROBINSON
- SAUMIL SHAH
- TED SIEGAL
- ROBERT SITTMAN
- JENNIFER SOZA
- PHILIP STOKES
- VY TRAN
- RUL YACOB



CHECKPOINTS



GREAT PACIFIC AIRSHOW!

OCT
4 - 6
2019

The Royal Air Force Aerobatic Team, the Red Arrows and the Canadian Forces Snowbirds are all set to perform! All eyes look to the sky for the spectacular stunts from fleets of planes and jets flying over the Pacific Ocean in the only beachfront airshow on the West Coast. Flying begins at noon each day with many of the aerobatic maneuvers happening over "show center" on Huntington City Beach.