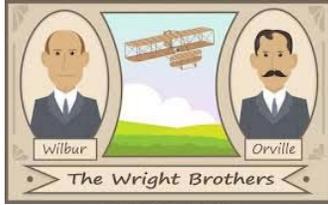




# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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*Teaching the world  
to fly!  
With all the aircraft you  
need from the first flight  
hour to an airline job and  
everything in between!*

**AUGUST 2019**

**HAPPY BIRTHDAY, ORVILLE!**

**EDITOR C. ROBINSON**



## WHAT'S UP? IT'S "CARBURETOR ICE" WEATHER!

*Note: originally run in our September 2011 newsletter but because we have had several carburetor icing events in recently, we are rerunning it. Our Cessnas, especially the C-152, are very susceptible to carburetor icing in the late summer months, between 4,500 and 6,500 feet in the triangle defined by San Bernardino airport, Carlsbad airport and LGB.*

**Happy 148th birthday to Orville Wright, born on August 19, 1871 in Dayton, Ohio!**

No matter how many hours we have logged, that "carb ice" gremlin can sneak up and catch us by surprise. Whenever the cooling effect of the air flowing through the carburetor is sufficient to bring the temperature of the carburetor throat down to 32 degrees F or colder and there is sufficient moisture in the air. Specifically:

- If the outside air temperature (OAT) is between 20 degrees F and 70 degrees F, with visible moisture or relative humidity of 80 percent or greater.
- Carb icing is possible at an OAT of as high as 100 degrees F and with relative humidity as low as 50 percent.

In other words, carbureted engines are susceptible to icing almost any time.

On the ground during engine runup, ice is easy to identify positively and remove. On a Cessna, for example, at 1,700 RPM the carb heat control is pulled out for an RPM decrease of 100 to 300 RPM. If when the heat control is pushed back in the RPM reads more than the original 1,700 RPM, you had carb ice. If it happened on the ground, it can happen again during takeoff, so, just before takeoff, another carburetor heat check should be made.

It is of the utmost importance to keep a sharp eye on engine performance at all times. At the slightest hint of deteriorating power (decreasing RPM) carburetor heat should be used.

Many unsuspecting pilots, however, have made the situation worse when, after applying carburetor heat, a rough running engine caused them to remove carburetor heat and continue on their way. Continued on until the engine continued to slow and eventually quit. The carburetor heat did just what it was supposed to do. It melted the ice from the carburetor throat and throttle plate. The melted ice went right into the engine, which caused the roughness. If the carb heat had been kept on long enough, the hot engine and warm carb heat air would have kept the carburetor ice-free.

Never use partial carburetor heat unless the aircraft is equipped with a carburetor temperature gauge. DO NOT leave carburetor heat on for the actual takeoff. Check your POH or aircraft manual for general guidance. Advisory Circular 20-113 concerning precautions for induction and fuel system icing is helpful. Carburetor heat will keep carb ice from forming if applied early enough, often enough, and long enough.

The Lycoming O-235 engine in the C-152 is very susceptible to carburetor ice, especially in high humidity and hot weather. It may happen quickly -- your RPM suddenly drops from 2350 RPM to 1500, the engine begins to run very rough and the RPM is bouncing erratically. **YOU HAVE CARB ICE!**

Always follow the manufacturer's recommendations for the make and model aircraft you are flying. Generally:

1. Pull the carburetor heat knob FULL ON
3. Maintain heading and altitude, but no slower than best glide
4. Lean the mixture until the engine smoothes out
5. After a minimum of one minute, CARB HEAT OFF.
6. Re-lean the mixture as required.
7. If carburetor ice reoccurs, repeat these steps.

An excellent suggestion was made by LGB FSDO FAA Team Representative Charlie Zabinski: "During cruise flight in a C-152 or C-172 it is a good idea to apply carburetor periodically and leave it on for at least one minute." This preventative measure will get the pilot into the "carb ice" mindset and may preclude a carburetor icing event.

More information about carburetor icing is available in the aircraft POH as well as the FAA Advisory Circular 20-113.

## FAA INTERNATIONAL FLIGHT PLAN TRANSITION from FAA SAFETY BRIEFING JULY/AUGUST 2019

*Note: the ICAO flight plan is currently only required for international flights, but apparently can be used voluntarily by all pilots.*

The FAA's Flight Service continues to work with vendors to make software enhancements for automated systems to accommodate the international flight plan format. Pending successful system testing this summer, the transition to mandatory use of the international flight plan format for all domestic and international civil flights is expected to occur in late summer or early fall 2019. The change is part of an effort to modernize and streamline flight planning and supports the FAA's NextGen initiatives.

Several improvements to the international form make it easier and more intuitive for pilots to use and will increase safety, which include:

- An increase in the size of the departure and destination fields to allow a greater variety of entry types, including Special Flight Rules Area (SFRA) flight plans;
- A wake turbulence category (maximum certificated take-off mass) of:
  - H = Heavy (300,000 lbs. or more),
  - M = Medium (less than 300,000 lbs. but more than 15,500 lbs.),
  - L = (15,500 lbs. or less); and
- Transmission of the supplemental pilot data field, which contains pilot contact information, along with the VFR flight plan to the destination facility, to reduce search and rescue response times.

The international format will also allow for integration of performance-based navigation and enhance air traffic control services by allowing for easier identification of aircraft equipment, which can make greater use of the airspace. When using flight plan filing services, all features available today will be part of the new format and provide an additional level of detail required for deployment of the FAA's NextGen technologies and procedures.

Don't wait until use is mandatory; you can use the international format now. Simplified guidance on how to complete an international flight plan with the differences is available for download at [bit.ly/2JiUkQN](http://bit.ly/2JiUkQN).



**ACCOMPLISHMENTS!!!**

|                    |                    |          |                           |
|--------------------|--------------------|----------|---------------------------|
| KYLE BEASLEY       | First Solo         | C-152    | CFI COREY LEWIN           |
| ZACHARY FRIEDRICHS | First Solo         | C-152    | CFI RICHARD GARNETT       |
| AMEER HASAN        | First Solo         | Warrior  | CFIs RJ RAJAN & RUL YACOB |
| CALEB MCCORMICK    | First Solo         | C-152    | CFI PETE ENGLER           |
| HAO-TING SUN       | First Solo         | C-152    | CFI POCHUN TSENG          |
| SOYLA TOSTADO      | First Solo         | C-152    | CFI VICKY LIU             |
| JERVIN BARCENAS    | Solo Cross Country | C-172    | CFI POCHUN TSENG          |
| WEI-LIEN CHEN      | Solo Cross Country | C-172    | CFI RUL YACOB             |
| JIBBY DIRKSE       | Solo Cross Country | C-172    | CFI RUL YACOB             |
| SYLVIA INDRAWES    | Private            | C-152    | CFI NELSON SUNWOO         |
| BRENNAN LIU        | Private            | C-172    | CFI HANK SURFACE          |
| BRANDON VILLALOBOS | Private            | C-172    | CFI ALEX SHOWMAN          |
| JENNIFER KIRALY    | Instrument         | Archer   | CFI RICHARD GARNETT       |
| AMY YANG           | Instrument         | Warrior  | CFI VICKY LIU             |
| KEVIN YANG         | Commercial Single  | Warrior  | CFI VICKY LIU             |
| TROY HERTZOG       | Commercial Multi   | Seminole | CFI JOHN CAMPBELL         |

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

**NEW & REJOINED CLUB PILOTS!**



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



**HAPPY AUGUST BIRTHDAYS**

- MARCOS ANTONIO ALMAZAN
- JOSE BERNAL
- JEFF BUENTGEN
- TA CHENG
- JEFFREY COLL VALDES
- RYAN DAVIS
- JEFFREY EWART
- EDGAR FLORES
- FERLIN GATLIN
- DEAN HALL
- PETER HANSEN
- MARK R. HILSTAD
- MICHAEL JOHNSON
- LUKE LAURIANO
- BRIAN LE
- HANSEUNG LEE
- DAVID LOCKE
- JAMES LOISCH
- SEAN MCCORMICK
- MICHAEL MENDES
- PEJMUN MOTAGHEDI
- HAJIME NAKAMURA
- ALISTAIR NEAL
- PAUL PADGETT
- RANJEET RAJAN
- FRANK REINMILLER
- ABDUL SAIDI
- MICHAEL SARABI
- HIROMICH SHIMIZU
- ANNE SHOMO
- MATTHEW SMAZENKA
- HAO-TING SUN
- SOYLA TOSTADO
- ENRIQUE VERA
- LIYAN WANG
- CHEN (WILLIAM) WEI-LIEN
- ROBERT WILSON
- MUNDER YACOB
- CHOONG MO YANG
- KEVIN YANG
- HAU REN YU

**CONGRATS** to RUL YACOB , top CLUB CFI for July, logging the most hours of dual given in club aircraft! Runners-up were VICKY LIU and RICHARD GARNETT!!!

**TOP GUN AWARD** goes to COREY LEWIN for logging the most flight hours in club aircraft in July! Runners up were NATTAPAT (JIBBY) DIRKSE and AMY YANG!!!

**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!

**EASY WAY TO PAY** – Using your on-line banking ap, set Long Beach Flying Club up as a new payee and have your bank send us a check to deposit money on your club account. Plus, you get the cash rate on your aircraft rental!

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

**FAA.GOV – AUGUST 12, 2019 PRESS RELEASE**

Stephen M. Dickson has been sworn in as the 18th Administrator of the Federal Aviation Administration (FAA). An aviation industry professional with nearly 40 years of experience, Dickson is widely respected and assumes the role of Administrator of the agency during an especially challenging time in the FAA's history. As FAA Administrator, Dickson will lead an agency responsible for the safety and efficiency of the largest aerospace system in the world — system that operates more than 50,000 flights per day. He will oversee a \$16.4 billion-dollar budget and more than 47,000 employees. Dickson recently retired as the Senior Vice President-Flight Operations for Delta Air Lines. He was responsible for the safety and operational performance of Delta's global flight operations, as well as pilot training, crew resources, crew scheduling, and regulatory compliance. He also flew in line operations as an A320 captain, and previously flew the B727, B737, B757, and B767 during his career. Dickson is also a former United States Air Force Officer and F-15 fighter pilot.

**JUST A REMINDER — WEST TIEDOWN RAMP PROCEDURES**

We have been restricted on having equipment such as ladders/trash cans on the west ramp. Therefore, see N6231H's baggage compartment for:

- \* trash bags
- \* oil funnel
- \* ladder

Please bring your trash when you return from your flight. Thanks!

## CHECKPOINTS

### GREAT PACIFIC AIRSHOW!

|                      |  |
|----------------------|--|
| OCT<br>4 - 6<br>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. |
|----------------------|--|



**KYLE BEASLEY**  
*First Solo*



**AMEER HASAN**  
*First Solo*



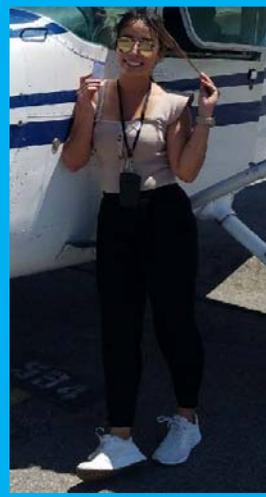
**CALEB MCCORMICK**  
*First Solo*



**KEN LU**  
*Solo XC*



**WEI-LIEN CHEN**  
*Solo XC*



**JIBBY DIRKSE**  
*Solo XC*



**BRANDON VILLALOBOS**  
*Private Pilot*



**AMY YANG**  
*IFR Rating*

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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](http://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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**DISCOVERY FLIGHT**

\$99 for one, two or three in a C172 or Warrior  
*Fly with an FAA Certificated Flight Instructor - you fly the aircraft!*

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**AERIAL TOUR OF LA'S FAMOUS LANDMARKS**

\$195 for a 60 minute tour for 1, 2 or 3 people  
HOLLYWOOD TOUR:

Dodger Stadium \* Hollywood Sign \* Beverly Hills \* Getty Center \* Palos Verdes \* Queen Mary

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