



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



*Teaching the world  
to fly!*

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

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**MARCH 2020**

**HAPPY ST. PATRICK'S DAY!**

**EDITOR C. ROBINSON**



## WHAT'S UP? COVID-19

Until further notice, the Long Beach Flying Club & Flight Academy has instituted the following policies to combat the spread of the Covid-19 (Coronavirus) and protect our pilots and their families.

- If you are a current student in the US and leave the country for any reason you will need to Self-Quarantine yourself for 14 days after arrival in the US before resuming your flight training.
- If you are a current student and came in contact with someone who has the Covid-19 virus OR someone who could be a carrier of this disease, such as a pilot or flight attendant transporting passengers in or out of high-risk areas such as China, Japan, S. Korea, Italy and Iran. YOU must Self-Quarantine yourself for 14 days after such contact.

To all students, instructors, employees and visitors — please be vigilant about your hand washing. We have hand sanitizing gel in the dispatch area and each bathroom is stocked with plenty of soap. As of press time we have been unable to procure enough sanitizing gel to store in all the aircraft — you might want to bring your own to wipe down your aircraft prior to flight.

Things are changing daily so give us a call if you have any questions.

**STARTERS AND BATTERIES** — In last month's newsletter, I had a couple paragraphs about a squawk for the Archer which read, in part, "Would not start. Cranked 5 times." I wrote, "A conservative rule of thumb to follow would be to crank for 10 seconds, then wait for 2 minutes to cool the starter for a maximum of three times. Recommendation: it might be time to get some help before totally draining (and perhaps killing) the battery."

The Archer did indeed need a new battery; over-cranking caused the battery to be complete depleted. My error was to cite that the remedy for the failed start was that the mag timing was readjusted. Rereading the squawk signoff, I saw that the timing was checked as part of the trouble-shooting. The culprit, it was discovered, was actually a fouled plug, which often happens when pilots return the aircraft after taxiing back to the club without leaning the mixture.

As I reviewed the situation with our great mechanics, I learned that each time the engine is cranked, it depletes the battery. The batteries we use are non-spill, requiring no addition of electrolyte or water, manufactured by Concorde. In fact, they are approved for Aerobatics, non-spillable at any altitude or attitude, which you don't have to remember as none of our airplanes are approved for aerobatics. We had made the decision to switch to the Concordes about a dozen years ago because they require no servicing, even though they are 50% more expensive than the Gill batteries. The Concordes get delivered all charged up and ready to install. The Gill batteries we were using required frequent checking of the electrolyte levels and could spill over if the battery overheated.

**SCHEDULING PROGRAM, ETC:** Make sure you adhere to the times which aircraft are reserved in Schedule Pointe. Also, double check the N-number of your reserved aircraft so that you don't take the wrong one. Things snowball if the aircraft are returned late or have been taken by the wrong pilot. Cancel your flight if you're not going to make it. We will be charging no-show fees beginning 6/1/20. Also, the insurance policy for the aircraft is coming up for renewal. It's been a rough year or two, so we are expecting an increase in the insurance rates. Watch for new aircraft prices in the May newsletter to begin on June 1 .

**JUST A REMINDER:** For all our aircraft, except N5513L, the nav light switch must be on for ADSB to work! For N5513L, ADSB is part of the transponder, which is a Garmin GTX 335.

## CLUB MEMBER/ALUMNI UPDATES:

**CHRIS ROTH** — It finally arrived...my type rating in the L-382J-1 (basically very similar to a military C-130J cargo aircraft). This is why I was gone so much last year in Atlanta and South Carolina (more than two months). Our team evaluated the civilian version for operational suitability. After receiving the proposed training and then flying the aircraft, we deemed it safe and suitable for operational use and approved it.

I am excited and proud on so many levels to display this. As many of you know, in high school I received a scholarship to the US Air Force with the intention of becoming an Air Force pilot. However, the summer before college started, my eyes changed just enough to not meet the standard for navigator/pilot training so I elected to not join and to then work my way up through the civilian ranks. This was very disappointing for me at the time. I eventually became a captain at an airline and then moved on to work for the Federal Aviation Administration, serving my country in a different capacity. Having been given the very humble opportunity to work on this project and fly the same kind of aircraft as I might have in the Air Force has made me come full circle. This aircraft will now be used in so many roles beneficial to society as a whole—from fire fighting to humanitarian relief to medevac as a few examples. I am proud to have been a part of this.

**IAN SWEETLAND (UK)** — And read from afar as I'm in Scotland. The newsletter has interesting points of similarity with the UK, particularly with airspace issues. We are currently trying to take back controlled airspace from the commercial airport operators. Unlike the USA, they keep general aviation out of "their" airspace and that leads to safety issues with funneling of GA into narrow corridors or routing out over the sea particularly in my area where the room is limited already. Keep up the good work!



## SQUAWK TALK

Recently a squawk was turned in which stated that Radio #1 and #2 had static noise. The maintenance signoff? Check the squelch.

Usually, when both radios exhibit the same problem, it is not the radios themselves. It is extremely uncommon for both radios to quit working at the same time. Double check everything that the radios share. It could be the intercom setup, the audio panel setup, or even an electrical problem. Did you know that if you overlook a zero reading on the ammeter (Cessnas) or "low" reading on the load meter (Pipers), the radios are usually the next to show an electrical problem?

In the case of this squawk, the squelch, located on the intercom, was turned up and the pilot needed only to turn it down. If you are not already familiar with squelch operation, grab your favorite flight instructor!

**CONGRATULATIONS!**

**ACCOMPLISHMENTS!!!**

BEN TILKIN	Solo Cross Country	C-172SP	CFI COREY ANN LEWIN
SKYLER BOWDEN	First Solo	C-152	CFI PETE ENGLER
CHIA CHIA (VERONICA) FENG	Private	C-152	CFI ALLEGRA PATTERSON
MEHRDAD HASSANI	Private	C-152	CFI CYNTHIA TU
SOYLA TOSTADO	Private	C-152	CFI RUL YACOB
CHEN EN (ANDY) HU	Instrument	C-172	CFI POCHUN (VINCENT) TSENG
HSUAN CHEN	Commercial Multi	Seminole	CFI JOHN CAMPBELL

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

**NEW & REJOINED CLUB PILOTS!**



- ALEX BARKER
- SKYLER BOWDEN
- ALEX HARVEY
- MICHAEL KOBEL
- EMMANUELE OWOEYE-WISE
- JULIE THIELE
- TYREESE WATSON



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

**TOP GUN AWARD** goes to WENDY HUANG for logging the most flight hours in club aircraft in February! Runners up were DAVID WHITE and HEATHER CHANG!!!

**CONGRATULATIONS** to Shota and Elana SERIKAWA on the arrival of their daughter, Victoria, on March 11th. She weighed in at 8 pounds, 9 ounces!

**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 very difficult 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!

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

**GREAT NEWS:** Demand for piston trainers driven by the world's for new pilots drove deliveries to numbers not seen in a decade, the General Aviation Manufacturers Association announced February 19th. Business jet sales also soared to a 10-year high. Announcement of the 16.4-percent increase in piston airplane deliveries and 15.1-percent increase in business jet deliveries each provided included a new study on general aviation's positive effect on the overall economy and jobs!

**A WORD FROM THE HANGAR:** All pilots should make sure that your aircraft is chocked and tied down after each flight. Aircraft can be needlessly damaged by a freakish wind or by other airplanes or helicopters operating nearby. In fact, aircraft need to remain chocked and tied down if you plan to leave the immediate area after the preflight.



Chino Airport's Planes of Fame Air Museum is proud to present the Planes of Fame Air Show on May 2-3, 2020 'Victory Through Air Power'. Celebrating the 75th anniversary of the end of WWII and featuring over 50 historic aircraft, including the B-25 Mitchell, P-47 Thunderbolt, P-38 Lightning, F4U Corsair and P-51 Mustangs. Performers include: USAF A-10 Thunderbolt II Demo and Heritage Flight, Pacific, European & Korean War era Flight Displays, Gregory 'Wired' Colyer T-33 Aerobatics, Sanders Sea Fury Aerobatics, Philipp Steinbach GB1 GameBird Aerobatics, John Collver AT-6/SNJ Aerobatics, Rob Harrison the Tumbling Bear and more! There will be a Kids Zone, static displays and plenty of food & vendors!

Planes of Fame Air Show will be held Saturday and Sunday May 2-3, 2020 from 8am - 4pm. See all of your favorite airplanes fly! Free admission kids 11 years and under. Contact <https://planesoffame.org/> to purchase tickets. There may be discounts for early ticket purchases.

**HAPPY MARCH BIRTHDAYS**

- MIRANDA AMELIA
- MICHELLE AYRES
- JOHN BERG
- JACOB BLACK
- SUSAN BURKE
- JULISSA CHACON
- CHARLES CROCKETT
- SAMANTHA CUMMINGS
- LEONEL FLORES
- TIM FRIEDLANDER
- YARON GILINSKY
- MONIQUE GILSTRAP
- RHYS HARDIN
- MEHRDAD HASSANI
- DANIEL HERSHFIELD
- EMMY JEWELL
- CHRISTINE KUO
- PAUL MATTSO
- CALEB MCCORMICK
- DONALD MIKAMI
- DANIEL NGHIEM
- ROGER PERKINS
- RAYMOND REYNALDI
- THOMAS RICHARDSON
- MICHAEL STONE
- EDUARDAS URBONAS
- MELINDA WASMUND
- TYREESE WATSON
- MICHAEL WHERRY
- NASHWA ZOKARI

**CFI MEETING**

**WEDNESDAY, MARCH 25, 2020  
FROM 6:00 PM TO 7:00 PM**



**THIS IS OUR ANNUAL RECURRENT TSA SECURITY AWARENESS TRAINING AS REQUIRED BY THE FAA. EVERYONE WELCOME! MANDATORY FOR ALL CLUB CFI!**