



LONG BEACH FLYING CLUB & FLIGHT ACADEMY

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321
visit us: at www.Lbflying.com email: Lbflying@yahoo.com

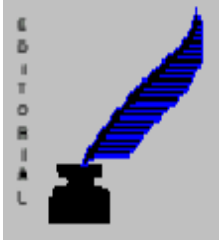


*Teaching the world
to fly!
With all the aircraft you
need from the first flight
hour to an airline job and
everything in between!*

SEPTEMBER 2020

PATRIOT DAY!

EDITOR CANDY ROBINSON



WHAT'S UP? CHANGES IN THE CHART SUPPLEMENT SOUTHWEST

The most current Chart Supplement was published September 10, 2020. There were two areas of changes found:

1. The Chart Bulletin for the Los Angeles Terminal Chart has added a 514' MSL obstruction (515' AGL) at the following lat/lon: 33°45'51"N 118°13'22"W. It appears to be located at the Gerald Desmond Bridge, approximately 2 nm northwest of the Queen Mary. I personally think the MSL/AGL has been reversed, for there is no place on the LA TAC that AGL is higher than MSL. The closest area to us with elevations below sea level is the Salton Sea.
2. There were changes on the airport diagram for LGB:
 - The taxiway at the approach end of Runway 12 has been renamed D5. It was previously designated D4.
 - Hot spot 3 has been removed. It was previously located at the intersection of Taxiway D and Taxiway J.
 - The easternmost portion of Taxiway J now ends at J2, west of Runway 30. It previously continued across Runway 30.
 - The destination, "Taxiway H", has been chosen to rename the remaining part of the taxiway previously known as Taxiway J, east of Runway 30.
 - The north end of J2 now ends at Taxiway J. It previously continued across Taxiway J and ended at Taxiway D.
 - A new Taxiway D4/L4 creates a perpendicular, mid-field turnoff for Runway 30/12. It runs from the intersection created by Taxiway J and J2 on the west side of Runway 30/12, across Runway 30/12, connecting with the intersection of Taxiways L and Taxiway C.
 - Hot Spot 4 has been deleted. It was previously located at the approach end of Runway 30.
 - Taxiway G runs from east/west from Ross and across Runway 30. It now ends at Taxiway C, in front of the air carrier ramp.
 - The northernmost portion of Taxiway C now ends at Taxiway F. For quite some time, Taxiway C between F and 26R has been closed. That asphalt has now been removed.
 - C1 and C2 have been added to connect the air carrier ramp to Taxiway C.

These changes appear to be the final phases of the implementation of the recommendations in the 2014 Airfield Geometry Study, approved by the Long Beach City Council in December 2014. The project also precipitated the removal of Runways 16L/34R and 16R/34L, and had been expected to cost \$120 million.

While I still miss Runways 16L/34R and 16R/34L, the good news is that we now only have 2 hot spots on the airport. At our highest point from 2012 to 2014 there were seven hot spots on LGB. Per definition, hot spots remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

SKYHAWKS AT FLORIDA FLIGHT SCHOOL DAMAGED BY IMPROPER DISINFECTANT

An aircraft renter with a distillery-produced sanitizer meant well, but improper disinfecting techniques damaged the instrument panels of two Cessna 172s at Florida's Atlas Aviation and required costly repairs. Certain alcohol-based liquids may help disinfect hands, but they can be dangerous to airplane avionics, instrument panels, and other components of aircraft interiors. "It affected the factory paint and to fix it, we need to completely remove every radio, all avionics, the switches, and other items, and resurface the panels," said chief pilot Dave Presnell. Distillery-produced sanitizers used vodka, tequila, or rum to provide stopgap hand sanitizer when supplies were depleted when consumer panic cleaned out commercially available disinfectant wipes. The lesson learned was that using sanitizing solution made from distilled spirits "will kill anything, including aircraft panels."

The Centers for Disease Control and Prevention warned that while certain forms of alcohol are useful in controlling surface bacteria, the substance has "shortcomings" that can harm medical equipment, electronic devices, and other sensitive gear. Researchers cautioned that inadvertent damage to "the shellac mountings of lensed instruments" could occur, and prolonged or repeated use tends to "swell and harden rubber and certain plastic tubing" and harm other materials.

According to Garmin.com, your best tools are a lint-free cloth and a bottle of at least 70-percent isopropyl alcohol. This is the kind of alcohol you may have in a bottle in your medicine cabinet or can find in your local supermarket. The percentage of alcohol should be listed right on the bottle. Cleaners containing ammonia or bleach will harm the aircraft avionics, especially the antireflective coating on many aviation display lenses. Be aware that spraying or wetting the units to the extent where moisture could go beyond the exterior surfaces could damage the unit.

The isopropyl alcohol and cloth method can be used to disinfect other surfaces within the aircraft, such as the flight controls, power quadrant, etc. Another recommendation is to use Clorox wipes. The same caveat applies about not getting water inside items—like the push-to-talk switch on the yoke. It might help to go through your start and runup checklists to see all the items you touch ... it's amazing how many things there are.

Other considerations:

- It is up to the pilots to determine the flight deck surfaces to wipe down prior to their flight. After the flight, pilots must ensure that all trash is removed from the airplane.
- Pilots should also exercise caution when cleaning electronic flight bags and tablets that contain an "oleophobic layer" that reduces oils and grime and adds anti-glare protection for improved visibility.
- Don't forget about your headset, and especially the mic which is right at your lips. Consider leaving it in the bag until it can go straight to your head. Wiping it down before and after use isn't a bad idea, either.



ACCOMPLISHMENTS!!!

MONIQUE GILSTRAP	First Solo	C-152	CFI ALLEGRA PATTERSON
MBUSI HLATHSHWAYO	First Solo	C-152	CFI JENNIFER KIRALY
GABRIEL RAMIREZ	First Solo	Warrior	CFI JASMINE ARDESHIRI
LUCIJA RAMOVŠ	First Solo	C-152	CFI RICHARD GARNETT
MATHEW WINTERS	First Solo	C-172	CFI HANK SURFACE
HASAN, AMEER	Private	Warrior	CFI RUL YACOB
GEEHA KIM	Private	C-152	CFI COREY ANN LEWIN
MARGARET POTKAY	Private	C-152	CFI JESSE BELTRAN
CHIA CHIA FENG	Instrument	Warrior	CFI VICKY LIU
BENJAMIN GABLES	Instrument	C-172	CFI RICHARD GARNETT
YARON GILINSKY	Instrument	C-172	CFI BRIAN WROBLEWSKI
YVONNE PEREZ	Instrument	Warrior	CFI VICKY LIU
JENNIFER KIRALY	Commercial Multi	Seminole	CFI RICHARD GARNETT
AMY YANG	Commercial Multi	Seminole	CFI JOHN CAMPBELL
JEFFERY COLL VALDES	CFII	C-152	CFI RICHARD GARNETT

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

CONGRATS to RICHARD GARNETT, top CLUB CFI for August, logging the most hours of dual given in club aircraft! Runners-up were JESSE BELTRAN and ALLEGRA PATTERSON!!! Same as last month!

TOP GUN AWARD goes to MEHRDAD HASSANI for logging the most flight hours in club aircraft in August! Runners up were WEI-LIEN CHEN and GENISHA MCPHERSON!!!

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

MANY THANKS to RICHARD GARNETT for the donation of loaner headsets — plus they are David Clark headsets!

ALUMNI UPDATE: Congratulations to Rudi Limich, club alumni who recently celebrating four years with SkyWest Airlines!

EASY WAY TO PAY – Using your on-line banking app, 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!

IF EVER SEE A CLUB GATE OR DOOR OPEN, PLEASE CLOSE IMMEDIATELY!

VFR CHARTS TO GO ON 56-DAY PUBLICATION CYCLE IN 2021 from AOPA.org

The FAA announced plans to put visual navigation and planning charts on a 56-day publication cycle early next year, streamlining the process of updating charted information and causing some charts now in use to become obsolete earlier than their published expiration dates.

The new 56-day publication cycle will take effect on February 25, 2021, for all sectional aeronautical charts, VFR terminal area charts, VFR flyway planning charts, and Helicopter Route Charts and will coincide with publication of other en route, terminal, and supplemental chart products.

The FAA expects the change to result in significant reductions of chart-related notams because new information will be added to charts more quickly than is the case on the current publication cycles of 168 days to two years. The change will also make the chart bulletins that are contained in chart supplement volumes unnecessary, the FAA said.

AOPA has been advocating for this change and working with the FAA to move toward a 56-day cycle for some time and appreciates the FAA’s willingness to work collaboratively to bring about one of the biggest changes to visual charts in decades.

We know from our surveys that close to 90 percent of pilots are primarily using electronic charts and no longer rely on paper charts.

Pilots should note that some VFR navigation charts currently in effect will become obsolete earlier than their published expiration dates. Affected charts will be listed in a charting notice expected to be released soon.

AOPA will continue to work with the FAA on numerous other chart changes that will further improve the utility of visual and IFR charting products.

NEW & REJOINED CLUB PILOTS!

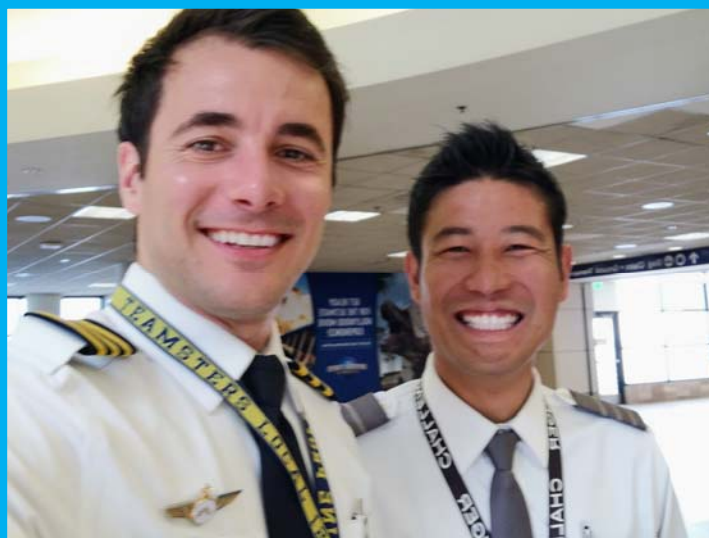


- NATALIE APRIL
- IVAN BOHLENDER
- ARIELLE CARNEIRO
- JAKOB CHAUDHARY
- WILLIAM COOK
- ANTONIO GONZALEZ
- KENYA HARDGE
- TINA KHOSLA
- JARED SHOULTZ
- JOHN SULIK
- JORDAN ZORICA



HAPPY SEPTEMBER BIRTHDAYS

- NADIM BABA
- JONATHAN BASTIAANS
- STEWART BROWN
- ARIELLE CARNEIRO
- CYRIL CHOK
- WILLIAM COOK
- MATTHIAS DUENNER
- MIKAL ENGLISH
- RANDALL JOHN FERGUSON
- ZACHARY FRIEDRICH
- JOHN GALLI
- MICHAEL GALMES
- SHAWN GILL
- JOHN GOLDASICH
- GIOVANNI GOMEZ
- MONTY GROUTAGE
- KENYA HARDGE
- ESTEBAN HERNANDEZ-ROJAS
- MICHAEL KOBEL
- KAR LEE
- HUNTER LEWIS
- CHI LIN LIU
- JACOB (JAKE) MCCOY
- ABHISHEK MUDGAL
- BENSON MWANGI
- CARLOS OLVERA
- RICARDO PANIAGUA
- GABRIEL RAMIREZ
- JOSE ROMO
- CHARLES SALERNO
- HANK SURFACE
- GIM TAN
- CHRISTIAN VACCARO
- JAMARI WILLIAMS
- KEANU WILSON
- MATTHEW WINTERS
- JASON XU



*Lorenzo and Shota
(above)*

CLUB ALUMNI

*Bumping into old
friends at LAX!*

*Rudi and Marco
(below)*



*Rudi and Omster
(below)*



Lorenzo and Ali →

