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JUNE 2009 NEWSLETTER

HAPPY FATHER'S DAY!!

EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP? The Importance of Scanning

At the May CFI meeting, Hank Smith encapsulated the topic "The Importance of an Effective Scan," a timely subject in light of the recent convergence of a C-152 and a C-310 approximately 10 miles south of the club. It is not yet known if the aircraft were using our practice area air-to-air frequency, 121.95, but this serves as a reminder: pilot vigilance in the practice area is imperative. There are many, many ways to ensure your safety, including but not limited to:

1. Avoid the practice area when it is most crowded: at lunch time, from 4:00 pm to dusk, and on weekends. Mid-morning or mid-afternoon is best, but change your lesson plan and go elsewhere if it's too crowded.
2. Before all turns, first turn in the opposite direction for a scan rearward, side-view and windshield. As you begin the turn in the direction desired, scan the opposite side the same way. In a climb, lower the nose and execute s-turns to clear traffic.
3. Everybody reports over the Queen Mary at 1,500 feet when returning to LGB. Vary your routine; for example, report one mile east at 1,650 feet. When departing the pattern, depart on a course which will keep you one mile west or so of the Queen Mary. At altitude, try 2,800 feet instead of 3,000 feet.
4. Have all your lights on while in the practice area. Remember to turn them off when taxiing back -- the filaments of the bulbs aren't adequately cooled on the ground and will break.
5. Review the physiology of vision in flight. AIM 8-1-6 discusses the field of vision, effects of darkness, coping with eye fatigue and "empty field myopia" (looking without seeing). AIM 8-1-8 contains information such as right-of-way rules, recognition of hazard areas (ie near VOR's) where aircraft tend to cluster, cockpit organizational techniques, and preflight study of charts and checklists to permit more scan time in the air.
6. CLEAN THE WINDSHIELD PRIOR TO EACH AND EVERY FLIGHT. Use a vertical motion with Pledge or other non-abrasive cleaner. Circular cleaning motions tend to craze the plexiglass.
7. During practice, split up 360 degree turns. Two minutes is a long time to go without a thorough scan. Perform 90 degree turns to clear the area before any maneuver.
8. Take along helpers. Two observers in the back seat of a 4-place aircraft equals four more eyes to scan for traffic.
9. **Head on a swivel, think ahead, think safety.**

QUIZ: While preflighting your aircraft, you notice that no fuel comes out when using your fuel tester on the engine fuel sump. you think, (a) "Oh well, two out of three ain't bad" (b) "These planes get flown a lot, so there are probably no contaminants or water in the fuel. I'll check the coloration and odor of the fuel at the wing sumps" (c) "I'm in a hurry and it's a long way back to the hangar to check with the mechanics and/or my flight instructor. I'm sure it's nothing." or (d) none of the above.

The answer is (d). If no fuel drains out when testing the engine fuel sump, then there is no fuel in the line. It could be cut off due to the fuel selector in the "off" position; blockage in the fuel line; or a bad fuel sump valve.

The pre-flight being referred to here continued to the runup area, took off from Rwy 25L and got airborne. Then the engine quit and the pilot landed on the runway over-run. Apparently the pilot left the valve open, switched the fuel from "off" to a tank or "both", and began losing fuel thereafter. Applying full power probably sucked so much air, the fuel-to-air ratio was mostly air. Lots of air is good for lift . . . not for feeding a thirsty engine.

HOW TO GET VIOLATED From Pilot Getaways May/June

Violation. Now there's a word that strikes fear in the heart of every pilot. There is no shortage of magazine articles bringing pertinent "certificate actions" to our attention. Allow me a little different tack, if you will. Before an actual violation occurs, let's discuss how you might get violated in the first place:

- Descend to 9,000 ft. because you thought that's what the controller said.
- Land without a clearance to land.
- Deviate from a clearance without telling anyone.
- Say "Roger" to a clearance because you didn't understand it and didn't want to embarrass yourself by reading it back wrong. Then fly what you think the clearance was.
- Begin an approach before you're ready for it.
- Get lost on an approach, and don't say anything about it to anybody.

(cont. on page 2)

CLASSROOM CORNER HANK SMITH

"Education costs money, but then so does ignorance"....--Sir Claus Moser

Let's see now - Ya multiply Celsius (which used to be called Centigrade) by nine, then divide that by five, then add thirty-two, to get Fahrenheit. (It's even worse going the other direction). Man! School is hard! Wouldn't it be neat if you could go to a class where complicated stuff is made simple and still learn what you need to know? Well, have I got a deal for you.... My philosophy is...Keep It Simple Students, but always remain true to the concept. Take, for example, the above formula. Let's de-clutter the precise mathematical process to a practical cockpit application. How about... Double the Celsius temperature and add thirty. That's it! Close enough! The number derived (quickly and easily) will permit us to determine the effect of temperature on our plane's performance today. Like many complicated tasks, flying can be expressed and carried out in simply terms. In all the classes I teach, you will experience the KISS philosophy.



**HANK SMITH'S
CLASSROOM
CORNER**

That said, let's see what's hapnin'?...
"Continuous" Private Pilot Ground School... Two more graduates (congratulations to Jonathan and Daniel Liem), meets Tuesday and Thursday evenings 1830-2130hrs. Start almost anytime. Check it out....

Instrument Rating Ground School... Begins Monday, July 13. Will meet Monday and Wednesday evenings 1830-2130hrs. Until August 19th. Registration open. Sign up now.

Aircraft Dispatcher Course... continues to be elusive. Our next course is scheduled for September 5th.

Pre- check-ride Evaluations... Are available by appointment.
Have questions or want to talk aviation?

Like Yogi Berra sez..."It's tough to make predictions, especially about the future.", but, my door is always open for speculations (I think the lock is broken) H a n k S m i t h

ACCOMPLISHMENTS

Jin Tae Park	solo	C-152	CFI Ryan Davis
Matthew Dobberpuhl	solo	C-152	CFI Ryan Davis
Phong tuan Vu	Private	C-172	CFI Donald Mikami
Young Jin Heo	Instrument	C-152	CFI David Kim
Amr Abdelnabi	Comm Multi	Seminole	CFI Daniel Santos
David Manoukian	CFI	C-172RG	CFI Ryan Davis



CONGRATS to PAUL RAYMOND, top CLUB CFI for May, logging the most hours of dual given in club aircraft! Runners-up were RYAN DAVIS and CODY PIERCE!
TOP GUN AWARD goes to YOUNG JIN HEO for logging the most flight hours in club aircraft in May. Runners-up were JIN TAE PARK and FATHI KARBOUG!!!

(Cont. from Page 1)

• Fly beyond a clearance limit because you don't know what a clearance limit is.

- Be a real jerk on the radio when the controller questions what you are doing.
- Don't comply with a re-route on your clearance because you aren't sure what the controller said.
- Fly for a crummy company.
- Do something the easy way because the right way is too hard.
- Fly an unairworthy aircraft that you know is unairworthy.
- Be given an instruction, and then fail to comply.
- Fly with an "attitude."
- Just "press on" when you don't understand where you're going.
- Don't ever check NOTAMs.
- Always assume SIGMET'S are overstatements.
- Disregard PIREPs because you're a better pilot than everybody else.
- Fly an airplane in weather that it's not equipped for.
- Gloss over your weather briefing, and then get to your destination to find it's down because of fog, and you only have 15 minutes of fuel left.
- Turn right into traffic when the controller told you to turn left.
- Get in the habit of cutting corners; then cut one corner too many.
- Don't keep your charts current.
- Accept a visual approach; then pop through a cloud getting to the airport.
- Taxi across an active runway because you don't know where you are on the airport.
- Bust an altitude by 400 ft. ; then try to cover it up by giving the controller a bunch of grief about it.
- Take off without enough fuel.
- Be in a hurry , and put your flight bag on the wing of a Seneca while you pre-flight. Then forget about it, climb in, taxi, and takeoff. (True story. Wasn't me.) Okay, you might not get violated but you will get "major grief" from your "buddies" for years to come. Besides, a jillion Jepp pages scattered all over the airport is bad for the environment.
- Use the checklist only when you have time. .Hurry your pre-flight; then take off missing the right rear window in your Cessna because it was in the process of being replaced.
- Fly a route because that's the way you always fly that route, even though this time you were cleared via another routing.
- Be cleared to an intersection you've never heard of, then mumble it in your read-back so as to not appear ignorant. Then proceed to the intersection you found on the chart that sounds like the intersection the controller cleared you to.

Have you noticed a recurring theme? It's communication. I'll say it again: COMMUNICATION. Make sure you understand. Make sure the controller understands what you understand. Do that, and you've decreased your chance of a violation by about 80 percent.

Another couple of recurring themes are haste and corner cutting (a.k.a. "bad habits"). One of the entries in my little book of aviation quotes is, "Haste is the leading cause of oversight." It's true. The faster you push yourself, the greater the odds are that you'll miss something. Set a pace that works for you; then keep that pace. Always.

We all have bad habits. I love chocolate cake donuts. I can eat my weight in them and they're not exactly health food. So whenever we drive by a Dunkin' Donuts, my bride handcuffs my ankles and wrists to the car so I can't go in. OK, that's exaggerating a little, but you know what I mean. That "duck under" you've done a couple of times to get in on the approach: That's a bad habit. And you know it's a bad habit. Oh sure, you got in, but in your heart-of-hearts, you know it's not the right thing to do. Keep doing it, and sometime, somewhere, that little habit is going to rise up and bite you square on the fanny.

Know this: If you mess up, they gotcha! The regs are written from a long list of lessons learned. Whatever bad you've done, someone else has done it before you, so there's a reg against it. Yeah, I know, regs are often confusing (because they're written by lawyers, for lawyers), so I'll break it down for you and put it into "pilot talk": Don't do anything you can't defend, and don't do anything stupid.

Lauran Paine, Jr. is a retired airline captain

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH and Susan Baker for the help with this newsletter!

C A L E N D A R	June 24:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!
	July 7:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org.
	July 11:	Chino Monthly Event includes seminars and, weather permitting and whenever possible, flight demonstrations by appropriate aircraft. Seminars start at about 10am and last till about 2pm and occur on the first Saturday of every month. Contact 909.597.3722
	July 18:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org.
	July 29:	The Long Beach Flying Club and the Long Beach Airport Association GENERAL MEMBERSHIP MEETING will be held at the AirFlite facility on Taxiway Bravo at the end of Wardlow Road. A buffet will be served beginning at 6:30 PM with the program beginning at 7:00 PM. Everybody is welcome to attend -- we hope to see you there -- sandwiches, fruit and dessert will be served! This meeting will count toward CFI credit for July!
	August 8-	USN Blue Angels, USA Golden Knights Salinas, CA. www.blueangels.navy.mil.
	9:	

NEW & REJOINED

**CLUB PILOTS!
WELCOME!**



- AKSHAT SURI
- MANPREET SINGH
- SAMUEL DELAROSA
- ANDREW JOHNSON
- CHRISTOPHER PICARDI
- HYDER ZAHED
- CARLOS CORTES
- GUILLERMO MEJIA
- JOHN ALVAREZ
- ARTHER MASAOKA
- JAMES BERSIG



**HAPPY
JUNE
BIRTHDAYS**

- JESUS AGUILAR
- MAYUKO ASAKURA
- MARTIN BURNHAM
- FERNANDO CANTORAN
- DANIEL COOPER
- ANDREW DAVIDSON
- SAMUEL DELAROSA
- TIM DEROSE
- YASHODHAN DIGHE
- JESUS ELIZONDO
- DARRIN GLENDAY
- MATTHEW GONZALES
- SEAN GREGORY
- GEORGE HAFTOGLOU
- KYLE GLENN LANCE
- CANDY ROBINSON
- ROBERT LOVEJOY
- JOHN SAMUEL MILLER
- PETER MORRIS
- GREGORY J. MYERS
- BRETT R. NESLAGE
- ALAN ORLALE
- ALEX ORLALE
- SHANE PAREDES
- GREGORY PETERSON
- MICHAEL JOSE PRENCAVAGE
- TED PRILL
- SUDIPT RAJ
- RAKESH RAVINDRAN
- MORRIS ROBERTS
- JEFFREY ROCK
- HENRY SMITH
- TARI TARICCO
- DEAN THOMAS
- SARAH WALTER
- CHIEN WANG
- CHUCK WELLER

Hot Spot Chart

HOT¹

CAUTION: Runway 25R and Taxiway D -- Aircraft exiting Runway 30 at Taxiway Alpha turn left on Taxiway D, anticipate reaching their destination, and fail to hold short of Runway 25R.

HOT³

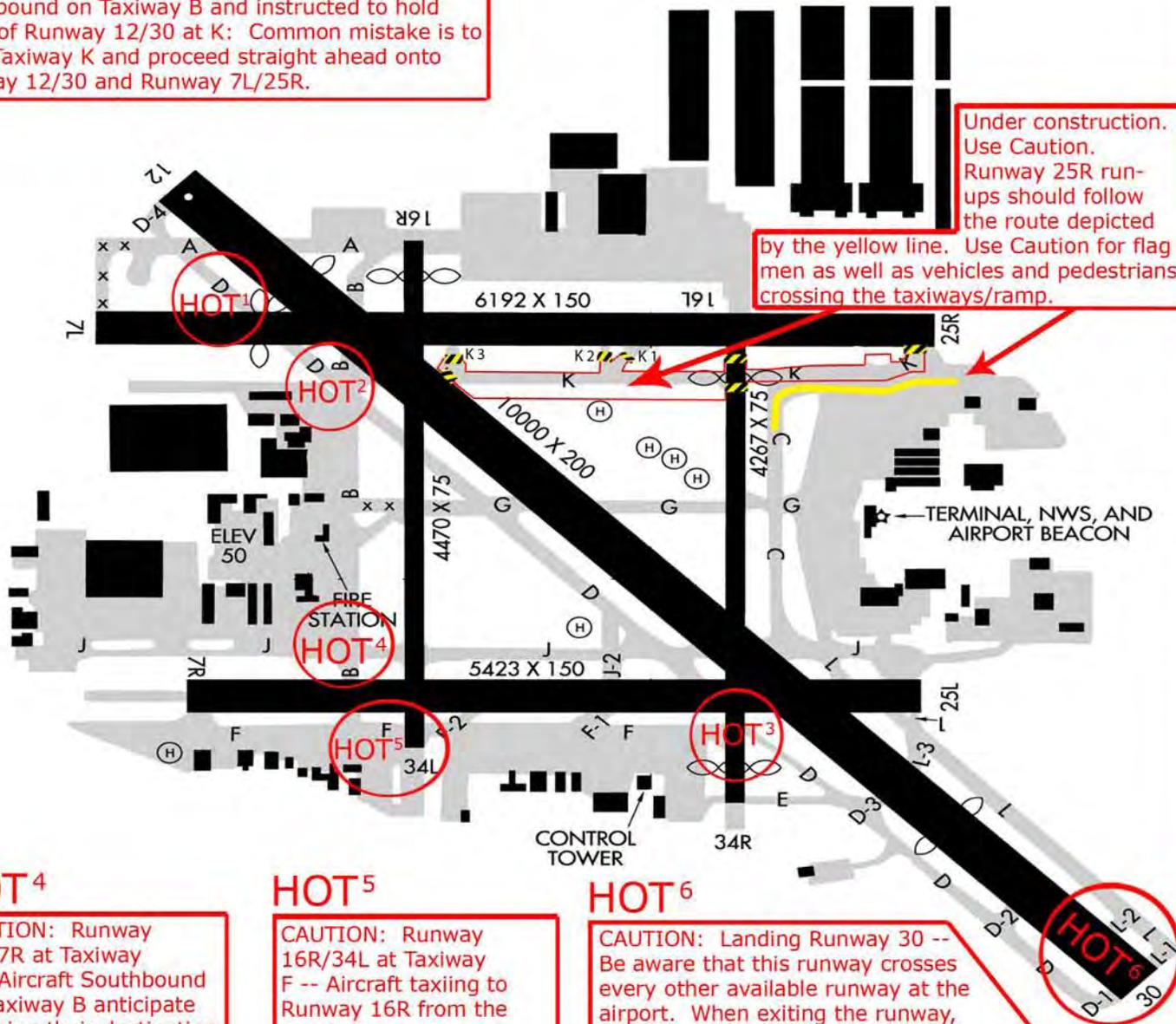
CAUTION: Runway 25L at Taxiway D -- After completing a runup on inactive Runway 34R, aircraft fail to hold short of Runway 25L.

ATIS 127.75
LONG BEACH TOWER★
120.5 257.6 (RWY 12)
119.4 257.6 (RWY 30)
GND CON
133.0 257.6
CLNC DEL
118.15

HOT²

CAUTION: Runway 30/12 at Taxiway B,K -- Aircraft Northbound on Taxiway B and instructed to hold short of Runway 12/30 at K: Common mistake is to miss Taxiway K and proceed straight ahead onto Runway 12/30 and Runway 7L/25R.

Under construction. Use Caution. Runway 25R run-ups should follow the route depicted by the yellow line. Use Caution for flag men as well as vehicles and pedestrians crossing the taxiways/ramp.



Last updated 23 Oct 2008

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HOT⁴

CAUTION: Runway 25L/7R at Taxiway B -- Aircraft Southbound on Taxiway B anticipate reaching their destination parking ramp and fail to hold short of Runway 25L/7R.

HOT⁵

CAUTION: Runway 16R/34L at Taxiway F -- Aircraft taxiing to Runway 16R from the Southwest ramp miss the left turn onto Taxiway B, continue Eastbound onto Taxiway F, and enter Runway 16R/34L.

HOT⁶

CAUTION: Landing Runway 30 -- Be aware that this runway crosses every other available runway at the airport. When exiting the runway, pilots should make sure they are turning with a "lead-off" taxiline onto a taxiway and not onto another active runway.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK ALL RUNWAY ASSIGNMENTS. READBACK OF ALL RUNWAY HOLD SHORT INSTRUCTIONS IS REQUIRED.

Hot Spot Chart

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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.
3. We can email you a gift certificate. Send us or 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.

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