

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

JANUARY 2006 NEWSLETTER

HAPPY NEW YEAR!

visit us at www.lbFlying.com
 email club@LbFlying.com

Teaching the world to fly!

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

GOD BLESS AMERICA * WE FLY WITH CARE... Now, more than ever *

Editor Candace A. Robinson

EDITORIAL WHAT'S UP?

The 52nd edition of the Los Angeles TAC was released December 22, 2006. It was promptly reprinted and a Special Notice issued to depict corrected Flyway information through the Los Angeles Class B airspace. The reprinted chart will retain its original edition number, 52, and effective date, December 22, 2005. However, a blue dot will be placed along the top edge of the front panel. Previously issued copies (without the blue dot) are to be destroyed immediately. A flyer depicting the four flyways with erroneous altitudes is available on www.naco.faa.gov, Special Notices. There is no charge to pilots who purchased a TAC chart at the club without a blue dot. Bring it back for the exchange. The 53rd edition of the Los Angeles TAC will be published on July 6, 2006.

There are many changes to Edition 52. Pilots from LGB may be affected by the lowering of the ceiling of the Palos Verdes Intensive Flight Training area from 7,500 to 4,500 feet. There will probably be more changes in this area on during the next chart cycle.

Last year the FAA held public meetings regarding changes to Class B airspace. Those changes have been incorporated on the current chart.

Other changes include the following, which were submitted in September by the Airspace Users Working Group (AUWG):

1. Correction of the Blockhouse frequency on the Nav Side Graphics panel to correspond to the frequency listed in the Blockhouse advisory box on the Nav Side Tac Chart.
2. The graphical depiction of the Shoreline Route on the graphics panel was shifted 10 degrees west. It previously depicted direct VNY but now orients pilots west of VNY VOR.
3. Working with the users of the Simi Valley Intensive Flight Training area, the subcommittee determined that the most intensive training was occurring northwest of the advisory box as originally charted. The Simi Valley Intensive Flight Training Advisory Box was moved 6 NM northwest (VNY 258degree radial @ 17 NM).
4. IFR Arrival Route symbols have been placed at Kayoh Intersection, long requested by the Air Carrier members of the AUWG. The general aviation community needed to be informed and extra vigilant of air carrier traffic in that area.
5. Users of Burbank, Whiteman and Van Nuys airports have requested that Newhall Pass be added as a VFR checkpoint as approach controllers are issuing reporting requests for that location. The checkpoint was added on both the Nav Side and Flyways side.

Check your flight cases: make sure you have the new most current Los Angeles TAC chart.

Last month, the answer to our quiz was true, "The two conditions necessary for the formation of in-flight structural ice are the presence of visible moisture and a temperature at the collecting surface that is at or below freezing."

A club pilot e-mailed us with the following, "Correction regarding ice... Ice does not change the shape of the airfoil, but rather disrupts the smooth airflow over the surface. This is clearly pointed out in the PTS manuals for checkrides. Member #, floridaco@aol.com.

Dear Club Pilot, thank you for writing! I couldn't find a reference in the Private Pilot PTS, but I did find the following in the ASA Private Oral Exam Guide. The guide states that FROST

not in-flight structural ice is considered to be hazardous to flight because "while frost does not change the basic aerodynamic shape of the wing, the roughness of its surface spoils the smooth flow of air, thus causing a slowing of airflow. This slowing of the air causes early airflow separation, resulting in a loss of lift. Even a small amount of frost on airfoils may prevent an aircraft from becoming airborne at normal takeoff speed. It is also possible that, once airborne, an aircraft could have insufficient margin of airspeed above stall so that moderate gusts or turning flight could produce incipient or complete stalling."

Excerpts from FAA-H-8083-15, Instrument Flying Handbook, give an in-depth understanding of STRUCTURAL icing. The most hazardous aspect of structural icing is its aerodynamic effects. Ice can alter the shape of an airfoil, which can cause control problems, change the angle of attack at which the aircraft stalls, and cause the aircraft to stall at a significantly higher airspeed. Ice can reduce the amount of lift an airfoil will produce and greatly increase drag. It can partially block or limit control surfaces which will limit or make control movements ineffective. Also, if the extra weight caused by ice accumulation is too great, the aircraft may not be able to become airborne and, if in flight, the aircraft may not be able to maintain altitude. Any accumulation of ice or frost should be removed before attempting flight.

Structural icing refers to the accumulation of ice on the exterior of the aircraft and is broken down into three classifications: rime ice, clear ice, and mixed ice. For ice to form, there must be moisture present in the air, and the air must be cooled to a temperature of 0 °C (32 °F) or less. The very nature of IFR requires flight in visible moisture such as clouds. Aerodynamic cooling can lower the surface temperature of an airfoil and cause ice to form on the airframe even though the ambient temperature is slightly above freezing.

During flight planning, with the absence of icing reported along the route and steadily rising temperatures, you should be able to avoid structural icing. Do an operational check of the pitot heat during preflight and to take evasive action immediately should you encounter even light icing conditions in flight. This is because icing is unpredictable in nature, pilots may find themselves in icing conditions even though they have done everything to avoid it. In order to stay alert to this possibility while operating in visible moisture, pilots should monitor the outside air temperature (OAT)..

Structural icing is a condition that can only get worse. Therefore, during an inadvertent icing encounter, it is important the pilot act to prevent additional ice accumulation. Regardless of the level of anti-ice or deice protection offered by the aircraft, the first course of action should be to get out of the icing conditions. There are four options for action once ice has begun to accumulate on the aircraft: 1. Move to an altitude with significantly colder temperatures; 2. Move to an altitude with temperatures that are above freezing; 3. Fly to an area clear of visible moisture, descending to an altitude below the cloud bases or climbing to an altitude that is above the cloud tops; or 4. Change heading and fly to an area of known non-icing conditions. If none of these options are available, you must consider an immediate landing at the nearest suitable airport. Anti-icing/ deicing equipment is not designed to allow aircraft to operate in icing conditions indefinitely. Anti-icing/deicing equipment will simply give you more time to get out of the icing conditions.

Report icing conditions to ATC; refer to the AIM for information on reporting icing intensities.

HELEN'S CORNER

Instrument approaches are available at Los Alamitos Army Airfield. GCA (ground controlled approaches) hours of operation are: Monday - 0800 - 1600; Tuesday - Thursday - 0700 - 2200; Friday - 1400 - 2200. Closed weekends and holidays. Contact tower on 123.85 or SOCAL on 124.65 for GCA approach or PAR/ASR Practice approach.

Lights. There are never enough lights on an airplane whether it is day or night. Don't forget to use the navigation/position lights during daylight hours also. Any light that is on is extra help for you to be seen.

Tiedowns. Securing an airplane with a rope is an art. If you were not in the Scouts and you don't know, please ask someone. Unfortunately the main tail line on the West ramp is very loose. This means that your tail tiedown cannot be as tight as it needs to be. If you tighten the tail tiedown as it is supposed to be, then it is as high as your knees - a definite trip/fall hazard especially at night. Be cautious when walking between airplanes.

141 enrollments. If you plan to become a commercial pilot, then dual 141 enrollments in

Instrument and Commercial programs is what you want. All your solo time while receiving dual IFR training is under the commercial program. This is a big time and money saver. For info ask a 141 CFI.

When practicing the Torrance ILS approach, you also need to practice the LOC approach. However, you need to practice the LOC on the number 2 nav, i.e., no GS indication. This is not the same as using #1 nav and just ignoring the glide slope. Although you should also practice a LOC approach at LGB, you will probably perform the non-precision approach at TOA on your check ride. Don't forget to include the Catalina VOR approach in your training in case the Seal Beach VORTAC is OTS. Your IFR training should include a variety of approaches at different airports so there are no surprises during your check ride. You should be comfortable and confident at all airports for all types of approaches within the LA basin area. After all, you will be flying friends and family to different airports under different weather conditions after you receive your IFR license.

Feb CFI Meeting, Wed 22 Feb 6 p.m. Our guest will be Fred Pena, LGB Airport Operations. He will talk about disaster preparedness for LGB airport and the upcoming exercise.

ACCOMPLISHMENTS

Jean Gurnee	Solo	C172	CFI Brian Waters
Chuck Rice	Private	Warrior	CFI Richard Garnett
Gilles Conti	Private	C152	CFI Paul Raymond
Joshua Kornoff	Private	C152	CFI Paul Raymond
John Huthmaker	Private	Warrior	CFI Richard Garnett
Kelvin Kapya	Instrument	Warrior	CFI Joey Roehrich
Mike Seymour	CFI	C172RG	CFI Jaeseong Oh
Brian Waters	MEI	Seminole	CFI Paul Raymond

Congratulations to JEAN-MICHEL CARLOUET, who is now flying the 30-passenger Brasilia for Skywest out of San Diego. Congratulations, too, to club pilot JULIO PIZANO who has recently been hired to fly the ERJ EMB 145 for Continental Express!

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for December, logging the most hours of dual given in club aircraft! Runner-ups were BRIAN WATERS and PAUL RAYMOND!

TOP GUN AWARD goes to DEOVANIS RUEDIAZ, logging the most flight hours in club aircraft in December. Runner-ups were JESUS AGUILAR and THOMAS DAVIDSON!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ for the help with this newsletter!

NOTAM: FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out www.pilotfinancing.com or pick up a Pilot Financing application at the club. Interest rates are currently 13.95%.

EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@lbfllying.com.

NOTAM: LONG BEACH AIRPORT ASSOCIATION NEEDS YOU! LBAA applications are available at the club. We need your support -- all LBAA membership fees go to printing costs of the quarterly newsletter and protecting General Aviation rights at Long Beach Airport. Long Beach Airport Association dues donations are TAX DEDUCTIBLE so sign up today!!!

NOTAM: Anyone see a seat cushion in N9260T last month? Check your flight cases and turn it in if it surfaces. Thx!

NOTAM: LGB Runway 30 now has centerline lighting!

NEW LOANER CD AVAILABLE: Check out **RUNWAY SAFETY LISTEN UP READ BACK FLY RIGHT**, distributed by the FAA, featuring Dick Rutan. For more information: www.faa.gov/runwaysafety.

Calendar

JANUARY 18: "CHARTS". CLASS B AIRSPACE HAS CHANGED! At 7 PM at AIRFLITE.

January 25: 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 January.

February 22: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
Philippe Neveu Miki Mullor Miguel Medina Stacy O'Connor Bobby Hsu Jason Vivo Thomas Ewell Rebecca Gentner Rocky Gentner Ronald Hector Trinidad Gonzalez Said Beshir Nelson Ceron Stewart Colyer Jay Gale Richard Harr Michael Indovina Cynthia Sperry Robert Truesdale	Linda Amaya Bill Bell Eric Brounstein Won Choi Richard Dach Christopher Davis Erik Degernes Henry DeRusha Kevin Dickey Christopher Flores Ken Garcia Thomas Gibbons Kenneth Graham Ron Haehn Kimberly Harding Isaiah Huber Daniel Jenkins Henry Jenkins Dennis Jones Sunmi Lee Paul Lopez Phillip Margolis Emilio Morales Jeff Muhle Lou Myers Brian Newman Kevin Nguyen Dan Perkins Andrew Pluma Thomas Quinci Paul Raymond Eugene Reinecke Thomas Runge Mike Sampson Brian Sheehy Cynthia Sperry Cole Standish Robert Sulahian Don Sweet Jose Tabales Dom Tallarita John Voss Rene Wagner Brian Waters John Waters Robert Weebe Harry Williams

ORDER TODAY!

Long Beach Flying Club Long Sleeve Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, X-large \$24.95. XX-large \$26.95. We'll need your choice of color and size when you call us at 562.290.0321 with your credit card number. Download from www.LBFlying.com or Email shirts@Lbflying.com an order form of our complete line of pilot shirts. Shipping and handling \$4.95 per order, CA residents add 8.25% sales tax.

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.
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.

It's just that easy to give a unique and treasured gift. Keep it in mind for upcoming birthdays or anniversaries!