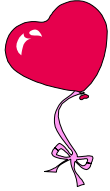




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FEBRUARY 2007 NEWSLETTER

HAPPY VALENTINES DAY!

EDITOR CANDY ROBINSON

EDITORIAL WHAT'S UP? CAUTION DURING CONSTRUCTION AT LGB!

With the threshold displacement of Runway 25L last November, we were left with 3,900 feet of usable runway for landings. We can still, however, request the full length of the runway for takeoff. Recall the adage, "There is nothing more useless than the runway behind you" Full length Runway 25L clearances from the club will involve a clearance to hold short of Runway 30 at Juliett, either via Foxtrot Bravo Juliett or via Foxtrot Delta Juliett. If at all in doubt, request progressive taxi and the ground controller will follow your taxi more closely and give you the turns as you go. Keep in mind, too, that with the PAPI and REIL out of service, care needs to be taken not to lose sight of Runway 25L if extended outside a normal traffic pattern in the late afternoon.

TOWER STAFFING LEVELS are going through some changes so heads up for some different frequency usages and service levels. A single tower controller may be working both Runways 25L and 25R so touch and go pattern work may be briefly turned into full stops to alleviate confusion. Recently in 60T they kept calling us 6ST, which was close enough until we realized that a call to 65T was meant for us. Watch out for the dumb stuff too! Tower has announced plans to close at 2245 instead of 2345 but that should not adversely affect our operations. Another different configuration noted on the ATIS was, "Right traffic Runway 16R, tower frequency 119.4, all helicopters use 120.5." In such a case, our situational awareness of those pesky gnats must rely even be more on visual cues without the audio cues from the radio transmissions. Not a bad idea, through, to separate helicopter from fixed-wing communications to help alleviate frequency congestion. By the way, rumor has it that the runway guard lights at the intersection of Taxiway Foxtrot and Runway 16R were in use to doubly assure pilots eastbound on Foxtrot remembered Runway 16R was in use. Anybody get to see the guard lights in action?

ONE MORE CHART change on the recent publication of the LA terminal area chart is the addition of an ATIS frequency at Whiteman Airport, 132.1. And did you catch on the July 2006 publication the LA TAC the CTAF frequency of Big Bear changed to 122.725.

WINTER WEATHER SAFETY CHECKUP From: www.aopa.org/asf/hotspot/wwx_check

FLIGHT PLANNING

Briefing - During your preflight briefing, pay particular attention to the possibility of in-flight icing, and be sure to check for icing airmets and pilot reports along your route of flight. A caveat, though: Pilot reports are great "real-world" information, but remember that weather often changes rapidly in the winter. Look at the big picture: One "good" pirep doesn't necessarily mean it's safe to go.

Flight plans - It's always smart to file (and open) a VFR flight plan for cross-country trips, but it's particularly important in the more challenging survival conditions of winter. The best way to survive is to be found-and that means having someone looking for you. Bring a cell phone. If you fly in remote areas, think about carrying a good survival kit as well.

Eyewitness reports - The information you need doesn't always come in an official report. For example: Have the taxiways at your destination been plowed since last night's blizzard? Sometimes it's best to pick up the phone and talk to someone on the scene.

PREFLIGHT

Gloves, hats, and boots - Preflight will take longer in cold weather, and it's easier to do a thorough job if you're warm and comfortable.

Engine preheat - Be kind to your engine: Have it preheated before starting, particularly when the outside temperature is below 25 degrees Fahrenheit. One thing to remember: Wind chill only applies to living things. Your engine will be no more difficult to start on a cold day with a 30-knot gale than it is when winds are calm (though a warm engine will cool down faster when exposed to wind).

Ice removal - If there's snow or ice on the aircraft, it must be completely removed before flight. Use the procedures recommended in *Cold Facts: Wing Contamination Safety Brief* (www.aopa.org/asf/publications/SB02.pdf) to remove ice. Visually inspect the top of each wing and the tail, then touch them to verify they're ice-free. Snow may look light and fluffy, but don't count on it blowing off during taxi or takeoff. Remove all snow (and any ice it was hiding) during preflight.

Engine start - In cold weather, piston engines can be temperamental, to say the least. If it's really cold, delay any preflight item that draws current from the battery (radios, electric flaps, etc.) until after the engine's started. Cold start procedures vary, but generally avoid pumping the throttle during start attempts, as it can lead to an engine fire.

Warm-up - Keep the tach below 1,000 rpm until the oil pressure reaches the green arc, and generally avoid high rpm until the engine's had significant time to warm up.

Continued on Page 2

SAFETY TIP OF THE MONTH Phil Barton

When you are flying to and from towered airports, it usually involves a series of controller instructions and clearances. It is very important that both the pilot and the controller recognize and understand every instruction and acknowledgment. You will take up minimum time on the frequency, and controllers will understand you the first time if you make your communication simple and clear. Always read back the clearance to make sure that you and the controller understand it. Controllers give clearances using specific words and phrases. Ask the controller for clarification if you do not understand them. Here are a few examples you should know:

TAXI TO In the absence of holding instructions, a clearance to "taxi to" any point other than an assigned takeoff runway is a clearance to cross all runways that intersect the taxi route to that point. It does not include authorization to taxi onto or cross the assigned takeoff runway at any point.

TAXI TO -- HOLD SHORT OF This clearance means that you should begin taxiing, but en route to the taxi clearance limit you must hold short of another taxiway or a crossing runway as specified by the controller.

HOLD SHORT This means that you should not enter or cross the taxiway or runway specified by the controller, and if there is a painted hold line, definitely do not cross it.

CLEARED FOR IMMEDIATE TAKEOFF In this case, the controller wants you to take off immediately without delay. If you are not ready, do not accept the clearance.

MAINTAIN RUNWAY HEADING After takeoff the controller wants you to maintain the compass alignment of the departure runway and not track the extended runway centerline. This means that you should not make heading corrections to account for wind drift. For example, if you are departing runway 25L at Long Beach airport and you get such a clearance, you should maintain a compass heading of 250 degrees after takeoff. Adios, and fly safely

ACCOMPLISHMENTS

Scott Gordon	Solo	C-172	CFI Jack Bashford
Scott Duval	Solo	Warrior	CFI Don Mikami
Kevin Apel	Private	C-172	CFI Jack Bashford
Satoshi Sakamaki	Private	C-152	CFI Jae Chung
Sunil Tandon	Private	C-152	CFI Richard Garnett
Rin Honda	Commercial	C-172RG	CFI Jae Chung
Gabriella Wasmund	Commercial	C-172RG	CFI Richard Garnett
Ho Sung Lee	Inst/Comm/Multi	Seminole	CFI Brett Bedard
Charlie Zabinski	Wings Phase II	C-152	CFI Dale Choppin



NEW & REJOINED CLUB PILOTS! WELCOME!



- Mike Indovina*
- Chris Preter*
- John Ringel*
- Stephen Tucker*
- Fernando Scalini*
- John Stewart*
- Diana Tom*
- David Manoukian*
- Maximina Macen*
- Matthew Kaplan*
- Gary Rees*
- Matthew Braunstein*
- Jorge Becerra*
- Eli Robbins*
- Kwan Soo Kim*
- Ikuo Makino*
- James Nix*
- Tony Persuitti*
- Casey Dexter*
- John Samuel Miller*
- Jaferry Powell*
- Andre Pacheco Sperb*
- Daniel Vargas*

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for January, logging the most hours of dual given in club aircraft! Runner-ups were JAE CHUNG and PAUL RAYMOND! **TOP GUN AWARD** goes to SUNIL TANDON for logging the most flight hours in club aircraft in January. Runners-up were BRIAN RINGEL and SATOSHI SAKAMAKI!

We have received recent reports that warrant CONGRATULATIONS to the following club alumnus on their new jobs: BILL ROSENBERRY is flying Lear Jets for JET-ICU in Florida; HEISHU KIM and WUK JUNG have passed all testing for Asiana Airlines in Korea. Heishu has been assigned to the B747 and Wuk to the B-737. Congratulations to all of you! Good job!

continued from page 1 **IN FLIGHT**

Pireps - When it comes to avoiding nasty weather, pilot reports are some of the best tools at your disposal. Ask for them during your preflight briefing, and check with ATC or Flight Service for new ones en route. While you're at it, take a minute to give your own: Your fellow pilots will thank you!

Get the picture - Around weather, keep the big picture in mind. Where are the fronts? How are they moving? Cloud bases and tops? Is the MEA below the freezing level? The weather tends to change faster in winter, and systems are often smaller, meaning you're more likely to pass through changing conditions in a given flight.

Ice is a drag - If you encounter ice, don't hesitate: Turn around, descend to warmer temperatures, climb to colder temps, or divert. Tell ATC you're picking up ice, and don't be afraid to ask for an "immediate" climb, descent or turn. If necessary, declare an emergency.

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

IN STOCK: Recently delivered to the pilot supply shop: Long Beach Flying Club logo mugs, \$4.95, and Jeppesen logo luggage tags, \$4.95!

NEW LOANER DVD: "LOCAL AIRPORTS, Access to America", by AOPA, is now available for check out. Explains the economic value of general aviation and its significant contributions to the nation's economy and commerce. AOPA President Phil Boyer navigates the viewer through several personal and business stories about the value of general aviation airports in communities across the country, and then addresses the most common threats to airports, the leading of which is real estate development. For more information visit www.GAservingamerica.org.

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

REMINDER: The club is now a DSL "Hot Spot" for internet users. Call for details! Surf's up!

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

HAPPY FEBRUARY BIRTHDAYS



- Anthony Andrews*
- Andrew Bell*
- Robert Brennan*
- Steven Colborne*
- Fred Devries*
- Tyler Dokken*
- Peter Engler*
- Michael Ford*
- Juan Fuxa*
- Jeff Greeley*
- Richard Harr*
- Eric Hatch*
- Rin Honda*
- Morgana Hyun*
- Joe Kirk*
- Jan Koltai*
- Dennis Lay*
- Scott Leighton*
- Carlos Martin*
- Charlie McCormack*
- Paul McDonough*
- Alec Orrick*
- Steve Park*
- Gnyandev Patel*
- Charles Perrigoue*
- Joey Roehrich*
- Leif Rowe*
- Hyun Shin*
- Danny Chi Tong*
- Stephen Tucker*
- Shone Wang*

February 13, 2007 Seminar: Chart Challenges for Veteran and Novice Pilots Both, starting at 7:00 pm at Airflite, Speaker Kathleen O'Brien, Bring a current LAX TAC, an LAX Sectional Chart and a current Airport Facilities Directory. We'll provide the papers and pencils for your workshop exercises. Sponsored by the FAA FAASTeam and Pilot's West. Contact: Kathleen Anne O'Brien Powell. Phone: 562 420-1755, ext. 165, KOflyer@hotmail.com. The program will be a series of exercises in using the 2-dimensional chart information to create 3-dimensional predictions about the space we are flying to or in. Bring your thinking cap and maybe a pal to be your partner in these challenging exercises. Will also briefly give you a review of what's new in the FAASTeam Representative Corps.

February 28th & March 28th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.

March 3, 2007 - Aerial Gunners will be the subject of the monthly special event to be hosted by The Air Museum "Planes of Fame" at the Chino Airport. The event will begin at 10 am with a seminar featuring gunners who saw combat service aboard United States bombers and conclude with a flight demonstration by the "Planes of Fame" North American B-25J Mitchell bomber of World War II fame. Contact: <http://www.planesoffame.org> or phone 909.597.3722

March 31, 2007 The City of Riverside proudly presents the Riverside Airport Open House & Airshow 2007! Featuring: Heritage Flight USAF A-10 Thunderbolt II and Chuck Hall in his P-51, John Collver and His T-6 Texan, the Silver Wings Wingwalker Team and the Just-In-Time Skydivers, an F-117 "Stealth Fighter" demo, T-6 Formation Fly-Bys, the L-29 "Thunder Delfins", the Palm Springs Air Museum B-17 "Flying Fortress" and much, much more. Breakfast 7 am served on the patio side of the D & D Cafe (\$4.50). Show Starts at 9 am and ends at 4 pm. Admission Free, Parking \$5. Contact: www.riversideca.gov/airshow/info or Airport Phone: 951-351-6113.

April 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 April!

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