

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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JULY 2006 NEWSLETTER

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

Editor Candace A. Robinson

EDITORIAL - WHAT'S UP?

LOS ANGELES CLASS B CHART EDITION 53 has been published, so the infamous "blue dot" LA TAC chart is now obsolete. For those with no recall for minutia, LAC TAC Edition 52 was published last December and then promptly reprinted to depict corrected Flyway information through the Los Angeles Class B airspace.

1. Newhall Pass symbol was updated from a VFR Checkpoint to a VFR Waypoint. Newhall Pass was previously designated as a VFR Waypoint on the Los Angeles Helicopter Route Chart. Changes for the Newhall Pass Waypoint affect the LA TAC nav side, flyway side and waypoints panel.
2. Due to the concentration of traffic in the vicinity of Newhall pass, a Warning Box was placed next to Newhall Pass, alerting pilots "Caution VNY ILS 4,000." The notation affects the nav and flyways sides of the LA TAC.
3. An aerobatics training area exists near Redlands airport that needs to be depicted on the LA TAC. Adding the Redlands Aerobatic Training area modified the LA TAC nav side, flyway side and Table of Intensive Flight Training Areas on the Nav Side Graphics Panel.
4. Removed KFI Tower Obstruction Data as the tower no longer exists and should be removed. The tower was depicted on the LA TAC chart nav side; the removal did not affect the flyway side.
5. Three additional VFR checkpoints, which were requested by CMA Tower, were added. The addition of Conejo Grade/US Hwy 101, Saticoy Bridge and CSU Channel Islands affects the LA TAC nav side, flyway side and waypoints panel.

Some subtle changes were slipped onto the chart, such as an ADIZ symbol on the symbol legend. We'll cover those next month.

LEARNING TO FLY: Occasionally my 14-year-old makes noises about learning how to fly, so I gave him the page from the AIM with the phonetic alphabet to study. A day or two later, I asked Romeo-Romeo what his initials were per his homework. Being 14-years old, he first wanted to know why pilots had to use those particular words and not just any word beginning with that letter. Tasked with answering that question, I paraphrased AIM 4-2-1 for him: It is important for air traffic controllers to be able to communicate efficiently with pilots and that they understand each other, in as few words as possible. Good phraseology enhances aviation safety and shows a professional pilot, while slang and chatter do not. The pilot/controller glossary in the AIM is the same as air traffic controllers use and should be reviewed from time to time to sharpen communication skills.

The upcoming quarterly Long Beach Airport Association **GENERAL MEMBERSHIP MEETING** will feature a briefing on the upcoming runway changes. The threshold for Runway 25L will be displaced October 2006. Be ready with up-to-date phraseology, routings and unique requests. Knowledge leads to safety leads to a great flight!

IT'S "CARBURETOR ICE" WEATHER!

No matter how many hours we have logged, that "carb ice" gremlin can sneak up and catch us by surprise. Whenever the cooling effect of the air flowing through the carburetor is sufficient to bring the temperature of the carburetor throat down to 32 degrees F or colder and there is sufficient moisture in the air. Specifically:

1. If the outside air temperature (OAT) is between about 20 degrees F and 30 degrees F with

visible moisture or high humidity.

2. If the relative humidity of the outside air is high, even in a cloudless sky, with an OAT as low as 15 degrees F and as high as 100 degrees F.
3. In the spring and fall, especially just after a rain.

In other words, carbureted engines are susceptible to icing almost any time.

On the ground during engine runup, ice is easy to identify positively and remove. On a Cessna, for example, at 1,700 RPM the carb heat control is pulled out for an RPM decrease of 100 to 300 RPM. If when the heat control is pushed back in the RPM reads more than the original 1,700 RPM, you had carb ice. If it happened on the ground, it can happen again during takeoff, so, just before takeoff, another carburetor heat check should be made.

It is of the utmost importance to keep a sharp eye on engine performance at all times. At the slightest hint of deteriorating power (decreasing RPM) carburetor heat should be used.

Many unsuspecting pilots, however, have made the situation worse when, after applying carburetor heat, a rough running engine caused them to remove carburetor heat and continue on their way. Continued on until the engine continued to slow and eventually quit. The carburetor heat did just what it was supposed to do. It melted the ice from the carburetor throat and throttle plate. The melted ice went right into the engine, which caused the roughness. If the carb heat had been kept on long enough, the hot engine and warm carb heat air would have kept the carburetor ice-free.

Never use partial carburetor heat unless the aircraft is equipped with a carburetor temperature gauge. DO NOT leave carburetor heat on for the actual takeoff. Check your POH or aircraft manual for general guidance. Advisory Circular 20-113 concerning precautions for induction and fuel system icing is helpful. Carburetor heat will keep carb ice from forming if applied early enough, often enough, and long enough.

The Lycoming O-235 engine in the C-152 is very susceptible to carburetor ice, especially in high humidity and hot weather. It may happen quickly -- your RPM suddenly drops from 2350 RPM to 1500, the engine begins to run very rough and the RPM is bouncing erratically. YOU HAVE CARB ICE!

1. Pull the carburetor heat knob FULL ON!
2. Mixture FULL RICH!
3. Maintain heading and altitude, but no slower than best glide (60 knots in the C-152)!
4. Lean the mixture until the engine smooths out!
5. After a minimum of one minute, MIXTURE RICH, CARB HEAT OFF!
6. If carburetor ice reoccurs, repeat these steps.

Technical descriptions from the "AVCO Lycoming Flyer" and Advisory Circular 20-113 about carburetor icing are available at the dispatch desk.

Safety Tip of the Month by Phil Barton

The AOPA Air Safety Foundation (ASF) has developed a series of free interactive online programs. Some of these topics include "Weather Wise: Thunderstorms and ATC," "Say Intentions When You Need ATC's Help," "Engine and Propeller," "Single Pilot IFR," "Mountain Flying," and many more. If you are using a hand held or panel mounted GPS to help navigate to your cross-country destinations, you may be interested in ASF's newest online course: "GPS for VFR Operations." This course was developed because many pilots do not understand the nuances of their GPS receivers beyond pressing "Direct To" and entering a destination. There is really no excuse for this because GPS offers a lot of features that can make a cross-country more enjoyable, efficient, and safe. This interactive course is a great way for you to learn all about how GPS works, and it discusses handheld GPS units as well as panel-mounted versions, giving you a chance to investigate both kinds. The ASF online courses qualify for FAA Wings safety seminar credit, and you receive a beautiful certificate for completing each course. But best of all, it's free of charge and is available to all pilots (<http://www.asf.org/courses>). Adios and fly safely.

ACCOMPLISHMENTS

ZOUHIER SAMHAT	SOLO	C-172	CFI CODY PIERCE
JASON CLOUD	SOLO		