



LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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

APRIL 2021

HAPPY EASTER!

EDITOR CANDY ROBINSON



WHAT'S UP? DRONE CERTIFICATION TRAINING COURSE!

We are happy to announce the Long Beach Flying Club will initiate a training course for obtaining the FAA "Remote Pilot" certificate. The course will be taught by Richard Garnett and cover the knowledge, privileges, limitations, and operating rules required to pass the FAA Remote Pilot knowledge test.



The course will consist of a total of 6 hours of classroom instruction, divided into three 2 hour sessions. Due to Covid restrictions, we are initially limiting capacity to two students per session. The anticipated cost for the course is \$320 for current LBFC members and \$360 for non-members. The course will be available after May 1st and will be scheduled by appointment only.

If interested or have questions, please contact Richard Garnett - (714) 328-4386 or richardmgarnett@gmail.com.

FAA - NEW WEATHER BRIEFING ADVISORY CIRCULAR Submitted by: Richard Garnett

On March 21st, the FAA issued a new AC on what constitutes a "Legal" weather briefing. Essentially, getting a weather briefing using the standard aviation weather briefing websites - AviationWeather.gov, 1800wxbrief.com, ForeFlight and others now constitute acceptable methods of obtaining a "Legal" weather briefing. The AC recommends that pilots call the Flight Service Specialist (1-800-WXBRIEF), for consultation if needed.

This is good news for pilots as it allows our normal methods of obtaining weather and NOTAM information to be considered legal for meeting the requirements of FAR 91.103.

Go to FAA.gov and search for Advisory Circular - "Pilot's Guide to a Preflight Briefing"

SAFETY ISSUES AT CATALINA, AVX

By: Monty Groutage, ATP, CFI, CFII, MEI, AGI, IGI, Gold Seal Instructor

I have been flying now for 34 years and for 32 of them I have been a flight instructor here in Southern California. We are very lucky to be flying here because we can fly year round. We have fantastic WX, numerous places to go to and things to see. Within one hour flight we could fly to an island, mountains, deserts.....WOW are we ever lucky. About one third of the General Aviation airplanes in the US are based here in California, because you can fly year round and a huge population. With that said, we also have to be extremely careful and diligent with collision avoidance, runway incursions, airspace, large fast traffic, careless pilots and very crowded skies.

One of the most fun places to go to is Catalina airport or AVX. It also happens to be one of the most dangerous places to go to. It has a long and rich history which you can find out on your own. It is a private airport and is also an uncontrolled airport. I tell my students, "It's like DodgeCity without Wyatt Earp", meaning anything can happen. It was popular during the golden age of Hollywood. Many years ago I saw Dennis Quaid and John Travolta there. What I want to talk about here are the potential hazards that are at AVX, how to reduce your risk and fly there SAFELY. I would guess that every flight school will require a Catalina checkout with a CFI before allowing you to take a plane there because of these hazards. As always, FAR 91.203 lists the required things you have to do before you go flying. The one I like is "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight". Here are some other things I have learned through my experiences that you may not be able get much information on:

Some years ago AVX had an AWOS-3. It has been updated to an ASOS, Automated Surface Observation System, 120.675. There are a few differences between the two, but most importantly the ASOS averages the sky conditions for a 30 minute period and visibility for a 10 minute period making that important information more accurate. The weather changes quickly there. You could land there, pay your landing fee, get lunch and come out and it could look like a foggy day in London. Get your standard WX Briefing. While enroute get a current ASOS report, as you get closer look beyond the island to the south for any clouds or fog banks that could be moved uphill to the airport by winds before making the decision to land.

When landing on RW 22, you will be turning base and final over the ocean. With the pattern altitude of 2600', if you look down at the ocean, you have the illusion of being extremely high, but you are only 1000' or less above the RW that is on a cliff. That, along with the upsloping runway, (1.8 up to the SW) will give the feeling of being too high much worse. There is a ^oPVASI, pulsating/steady, single light VASI system on the left side of the runway. With this system being on glideslope is a solid white light. I always stay just above glideslope, so that the white light is blinking a bit until I'm over the end of the runway. There are often strong down drafts on very short final. As always, be ready for a go-around if needed.

With the upsloping runway, remember the runway is coming up to you at the same time you are coming down to it getting ready to land. I recommend that you plan on doing a soft field landing to prevent hitting the nose wheel hard or tipping the prop. Also, the runway is lumpy and bumpy, so keeping the nose wheel light on rollout is best.

Be careful of other traffic. Twice I have been on final when another aircraft came in under me for a straight in landing and they were not making full traffic pattern or making any of the properradio calls. Go-arounds were in order for those situations.

To quote Harrison Ford in "Six Days, Seven Nights" the movie, "It's an Island Babe, if you don't bring it here, you won't find here". Meaning, there are no services, fuel, oil or any mechanics if you have an aircraft problem. Always bring flotation devices for each person and flares, just in case. Review your aircraft's ditching procedures in advance with any passengers. Have fun, be conservative and, most of all, plan ahead and be SAFE.



ACCOMPLISHMENTS!!!



BRANDON FRIEDLANDER	Private	C-152	CFI RICHARD GARNETT
NOAH OYLER	Private (9/2020)	Warrior	CFI MICHAEL ALIOTTA
MANUEL PARRA	Private (9/2020)	C-152	---
JENNIFER G. PHILLIPS	Private	C-152	CFI COREY ANN LEWIN
TING WEI HUNG	Instrument (10/2020)	C-152	CFI NELSON SUNWOO
RALPH CANCIO	COMMERCIAL	C-172	CFI MINJUN KIM
MATT DUENNER	CFI	C-172	CFI MONTY GROUTAGE
MEHRDAD HASSANI	CFI	C-152	CFI VICKY LIU
TIEN NGUYEN	CFI (8/2020)	C-152	CFI AXEL SEIXAS
YING-CHIEH (JAY) TSAI	CFI (7/2020)	C-152	CFI ALEX SHOWMAN
HOWARD TSAI	CFI (8/2020)	C-152	---
VICKY LIU	CFII (10/2020)	---	---

Thanks to everyone who sent in all these accomplishments!
Please email your accomplishment and pictures to candy@LBflying.com!

NEW & REJOINED CLUB PILOTS!



- ISSHAK ARAR
- DAVID BROOKHYSER
- JOHN BUI
- MICHAEL DART
- KAORI EMERSON-SHURILLA
- MIKE JOYCE
- RONALD KO
- LUIS LOYA
- JESSE MONTES
- JOSEPH MOORE
- ZIMRRI POZOS
- DARON SEPKO
- THOMAS SMITH
- DAVID STEINBERG
- VALDILMIR TAYLOR
- PHAT VU



HAPPY APRIL BIRTHDAYS

- JULIO ALFARO
- TALAL ALWANNA
- PETER ANNINOS
- JASMINE ARDESHIRI
- DRAKE BAERRESEN
- ANDREW BUDIMAN
- JOE DEL RIO
- DEXTER FORD
- RICHARD GARNETT
- JULIAN GORDON
- DOUGLAS HARDY
- KACEY HENNING
- PAUL HERMAN
- TING WEI HUNG
- ABDEC LACANARIA
- JEFFY LAU
- GARY LAZENBY
- DANIEL LEPORE
- AARON LEVY
- BELENIE NAVA
- SANG NGO
- HYEKYOUNG PARK
- ROBERT PARKER
- BANDISH PATEL
- IVONNE PEREZ
- RYAN ROBINSON
- AXEL SEIXAS
- ALEXANDER SHOWMAN
- SONU SINGH
- THOMAS SMITH
- POUREYA SOHBATI
- VALDILMIR TAYLOR
- YING-CHIEH (JAY) TSAI
- HOWARD TSAI
- BRIAN WROBLEWSKI
- JOSEPH YANG
- CRISTHIAM YESCAS-TIFFER

CONGRATS to RICHARD GARNETT, top CLUB CFI for March, logging the most hours of dual given in club aircraft! Runners-up were COREY LEWIN and JENNIFER KIRALY!!!

TOP GUN AWARD goes to TRISTAN BURKE for logging the most flight hours in club aircraft in March! Runners up were LUCIJA RAMOVCS and CHRISTINE KUO!!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to RICHARD GARNETT and MONTY GROUTAGE for the help with this monthly newsletter!

UPDATE: Rumors have been verified that Club pilot LORENZO BOLOGNESI is flying as First Officer for Allegiant Airlines in the Airbus 320, based out of LAX! Congrats!

MAINTENANCE REQUEST: <<< P L E A S E >>> do not add partial quarts of oil to the aircraft. When the oil sump is a quart below the recommended level, then add a complete quart. Carrying around half a quart of oil in the luggage area can get really messy. Plus, it is wasteful — we cannot put a partial quart in the aircraft as we cannot determine if the oil has been contaminated.

Q: Why do aircraft checklists call for the engine runup and magneto checks just before takeoff instead of in the parking area before taxiing?

A: One reason is to allow the engine to warm up before running it past 1,200 rpm or so. Another is to avoid blasting prop wash across a ramp full of people and airplanes. The noise level is also a detriment to ramp safety. Finally, taxiing out means running at low power for a considerable amount of time, and that's when spark plugs might become fouled.

RULES and REGS UPDATE: Under “Requirements of Flight Instructors” we have added: "Flight Instructors shall not provide flight instruction with club pilots in non-LBFC aircraft."

MAINTENANCE STATUS: The overhaul the engine for N724SP has been completed. Installation begins so we expect to be up and running within the next two weeks. Additionally, the wing spar work on N2126X is progressing. The type certificate data sheet (tcds) for the PA44-180 Seminole states that “for S/N 44-7995001 through 44-8195026 [26X falls in this range] the service life of the wing, wing carry through and their attaching structure has been established as 14663 hours maximum. We flew it right up to the final hours! The shop where we are having the work done promises our Seminole will be ready by the end of this month.

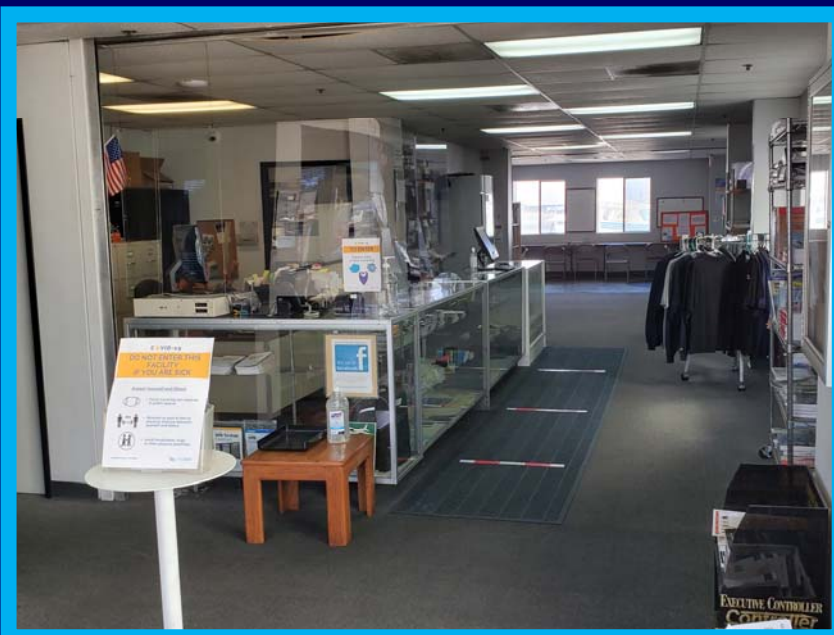
SQUAWK TALK: Last month’s newsletter described the addition of features in Schedule Point. That is, we’re currently inputting open squawks into Schedule Pointe. Along the top of the aircraft schedule, aircraft N-number followed by an asterisk indicates an open squawk. Click on the N-number to see the squawk. We’ve also made changes to the squawk sheets in the tach and hobbis binders. We are asking pilots when writing up a squawk, to select whether the squawk is Informative, Deferred, Restricted (fill in restriction) or Grounding. This will interface perfectly with Schedule Pointe.

ANNOUNCEMENT — DISPATCH AREA OPENING SOON!

The gates will be opening within the next week or two! It has been almost a full year since we started keeping the gates down full time. We are still requesting that masks be worn while in the building, but we are thrilled that we are making progress to getting back to normal. We will see you soon!



**Fun Easter
weekend
camping on
Catalina Island!**



We've reopened!

**Note plexiglass
around cash
register and
spacing on the
floor.**

YAY!