



HAPPY flag day!

# 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!*

**JUNE 2023 SIGNS OF SUMMER !**    **EDITOR CANDY ROBINSON**



## WHAT'S UP? CALIFORNIA LEAST TERN NESTING

The club recently received a notice from the Port of Los Angeles that one of our C-152 had been operating in the vicinity of Pier 400 over the harbor. They included a flyer which read:

**APRIL 1 THROUGH AUGUST 31, '23**

*The California Department of Fish and Wildlife Code Sections 3503 and 3505 fully protect the nests of birds and prohibit disturbances. Violation of the federal Migratory Bird Treaty Act or the California Endangered Species Act is punishable by law through fines and/or jail time.*

### ATTENTION PILOTS

*The California Least Tern is a federal and state-listed endangered species. It is a migratory bird that arrives along the California coast in the spring. The Port of Los Angeles has an established Least Tern nesting site on Pier 400. Aircraft may not disturb the birds. Disturbances are caused by circling the site, performing flyovers, low flying, or conducting engine-out failure simulations during the nesting season. Aircraft with banners are an additional hazard. All aviators are to avoid Pier 400 of the Port of Los Angeles from April 1 to August 31 to protect the nesting birds and to avoid causing a disturbance or bird strikes.*

*Thank you for your assistance in protecting the endangered California Least Tern by avoiding Pier 400 at the Port of Los Angeles. Your cooperation is appreciated.*

When I compared our LA TAC chart with the sketch that the flyer provided, it appeared that the area in question is about 1/2 nm north of Angel's Gate, which is not only a VFR checkpoint, but within our practice area. Our chart supplement does not contain a bulletin for this area. Messages to the contact phone number at the port went unanswered, so for now we should:

1. Maintain at or above 1,000 feet when flying in that area.
2. Make sure to be on the practice area frequency 122.85.

We'll continue to gather information about this situation.

### IT'S "CARBURETOR ICE" WEATHER!

Our C-152s experience carb icing in the spring and summer months, so I'd like to review a previously published newsletter article.

Carbureted engines are susceptible to icing almost any time and, no matter how many hours we have logged, that "carb ice" gremlin can sneak up and catch us by surprise. 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. If the first RPM drop is missed, the next indication of icing is a larger RPM drop, potentially to 1500 RPM, and the engine begins to run very rough.

Always follow the manufacturer's recommendations for the make and model aircraft you are flying. Generally:

1. Pull the carburetor heat knob FULL ON
3. Maintain heading and altitude, but no slower than best glide
4. Lean the mixture until the engine smoothes out
5. After a minimum of one minute, CARB HEAT OFF
6. Re-lean the mixture as required.
7. If carburetor ice reoccurs, repeat these steps.

When using carb heat, the air is warmer and less dense. As a result, this may lead to a slight degradation in performance, so expect the engine to change in pitch and power for a short time. Also, engines are meant to run on fuel and air only. If there is ice present and it begins to melt, then you might find that water or small pieces of ice are introduced to the mixture. Again this will result in rough running. It is vital that keep the carb heat on even if the engine sounds a little rough!

Never use partial carburetor heat. 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.

Carb icing is less likely if the mixture is properly leaned. Many sources recommend that during cruise flight in a C-152 or C-172, it is a good idea to apply carburetor heat for a minimum of one minute as often as the conditions require:

- ◆ Hot dry days, once in a while.
- ◆ Cool damp days, every 15 minutes.
- ◆ Drizzly day, every five minutes.

This preventative measure will get the pilot into the "carb ice" mindset and may preclude a carburetor icing event.

### ATTENTION ALL CFI'S AND STUDENTS by RICHARD GARNETT

Last month we had a situation during a Commercial Pilot checkride. The DPE was reviewing all of the flight experience requirements in the student's logbook. He found that according to his logbook the student never completed the long solo cross-country required for the Private Pilot certificate! If true, the student's Private Pilot certificate was invalid and therefore ineligible to start the Commercial checkride.

It is imperative that each CFI double check the entries in their students' logbooks. You must insure that every requirement for that certificate or rating is complete.

It is also the Students' responsibility to oversee their own flight experience requirements and insure that everything is clearly shown in their logbook. Do not rely only on your CFI that everything is complete.

Lastly, I will be verifying the required logbook entries prior to our "End of Course" meetings. Hopefully with all of us examining the logbooks, no omission will ever be missed again.





**CONGRATULATIONS!**

**ACCOMPLISHMENTS!!!**

ROSEMARY FULLER	First Solo Flight	C-152	CFI ALISA LEE
OLIVER MOMUAT	First Solo Flight	Warrior	CFI RUL YACOB
SOPHIA RUIZ	Instrument Rating	C-152	CFI RICHARD GARNETT
TOMMY THOMAS	Instrument Rating	Warrior	
YUN TZU CHEN	Commercial Single Engine License	C-172	CFI JAY TSAI
JOHN KINGSLEY	CFI	Warrior	CFI PHILIP SHEN
BRIAN WROBLEWSKI	Annual Flight Review	C-172	CFI JOHN CAMPBELL

Thanks to everyone who sent in all these accomplishments!  
Please email your accomplishment and pictures to [candy@Lbflying.com](mailto:candy@Lbflying.com)! If we missed you, please send in for next month.

**DON'T FORGET** to LIKE us on Facebook, Instagram and Yelp!

**NOTAM:** Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to Richard Garnett for the help with this month's newsletter!

**CONGRATS** to RICHARD GARNETT, top CLUB CFI for May, logging the most hours of dual given in club aircraft! Runners-up were PHILIP SHEN and LUCIJA RAMOVŠ !!!

**TOP GUN AWARD** goes to HYUNWOO JANG for logging the most flight hours in club aircraft in May! Runners up were WILLIAM WEISMAN and DOMINIC BARAJAS!!!

**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!

**HOLLYWOOD BOWL** concert season is underway. Please avoid overflight nightly from 7pm to midnight through October 31st.

**FROM AOPA WESTPAC NEWS MAY 2023**

**FAA RELEASES CONCEPT OPERATIONS FOR AAM**

As dedicated enthusiasts of all things aviation, we all know advanced air mobility (AAM) is coming to an airport near you. The missing ingredient for integrating these conceptual aircraft into the airspace system is a plan. Earlier this month, the FAA released its version 2.0 of how air taxis and AAM might fit into our local airspaces.

Under the blueprint, the FAA noted AAM operations will be at a low rate with air taxis flying much like helicopters using existing routes and infrastructure. With increasing traffic, AAM operators will still communicate using existing ATC channels. As it evolves, the FAA is looking to aircraft technology improvements around aircraft automation and real-time data sharing between aircraft to reduce the reliance on traditional air traffic control when using the developed airspace corridors.

The blueprint is merely a first step in addressing how the FAA will look to integrate these technologies into the airspace. There is still a much broader conversation around aircraft and pilot certification yet to come.

**FAA PROPOSES REMOVING EXPIRATION DATE ON CFI CERTIFICATES**

Much to the relief of aviation advocates (including AOPA), a long-sought package of changes to flight instructor certification regulations—including removal of certificate expiration dates—was proposed by the FAA on May 23, substantially a favorable response to petitions that AOPA filed starting in 1999.

“AOPA asked the FAA to eliminate the expiration date on a flight instructor certificate and add a three-month grace period to allow a flight instructor to reestablish recent experience by completing a Flight Instructor Refresher Course (FIRC) within those three months,” the FAA wrote in its rulemaking proposal. “AOPA asserted that these changes would directly benefit the public, encourage many flight instructors with expired certificates to rejoin the instructional community, and eliminate the need for over 9,700 salary hours of unnecessary administrative processing at the Airman Certification Branch of the Civil Aviation Registry Division. AOPA also maintained that these changes would not adversely affect the quality of flight training or flight safety.”

**NEW & REJOINED CLUB PILOTS!**



- BARTON BRIMHALL
- JAKE CAREY
- SEBASTIAN COTO
- CHARLES CROCKETT
- DANIEL DIAZDEL CASTILLO
- PANG HSUAN HSIAO
- STEPHEN HUANG
- JORGE LAPIZCO
- TAM LE
- JAMES MCKINLEY
- ALANNA MCQUADE
- HECTOR MENKE
- MANUEL PARRA



**HAPPY JUNE BIRTHDAYS**

- MICHAEL ALVIDREZ
- TRENT BARNES
- JEFFRY BECERRA-ESCOBAR
- YUN TZU CHEN
- SEBASTIAN COTO
- KAORI EMERSON-SHURILLA
- DARRIN GLENDAY
- OMAR GONZALEZ
- PANG HSUAN HSIAO
- DAVID HUGHES
- PANCH JEYAKUMAR
- CARLOS JIMENEZ
- THOMAS LEAHEY
- REBECCA MENESES
- GREGORY J. MYERS
- OWEN RALSTON
- CANDY ROBINSON
- SOPHIA RUIZ
- RICHARD SANCHEZ
- PHILIP SHEN
- JOSEPH WHITE



**CIVIL AIR PATROL SQUADRON 150 NEEDS AIRCREWS**

Squadron 150 Long Beach meets on Thursdays 7:30 – 9:00 at Los Alamitos Joint Forces Air Base. Contact [stewart.brown@cawgcap.org](mailto:stewart.brown@cawgcap.org) for further information.





**Congratulations to BRYAN GANIEL for his First Solo!! Bryan and his instructor, IVAN CAMPOS, worked hard for this huge accomplishment.**

**Great job!!!**

**Congratulations to OLIVER MOMUAT who completed his First Solo Flight in March, 2023.**

**Congrats also to Oliver's Flight Instructor, RUL JACOB!**



**A very big Congratulations is going out to Rosemary Fuller for successfully completing her 1st Solo in Cessna 152 N67431. Rosemary handled the flight beautifully and has a bright future as a pilot.**

**Her instructor, Alisa Lee did a great job in preparing her for this huge accomplishment.**

**Way to go Rosemary!!!**



**Congratulations to YUN TZU CHEN for successfully completing her Commercial Single Check-Ride. Way to go "Chen"!!! She worked really hard with her instructors, John Campbell, Jay Tsai and Kevin Lin.**

**Chen is one of the most dedicated students and has work tremendously hard during all of her flight training. So proud of you. Great job!!!**

