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DECEMBER 2006 NEWSLETTER

MERRY CHRISTMAS!

EDITOR CANDY ROBINSON

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WHAT'S UP? MUST SEE IMAX! Ever wondered what it would feel like to be a fighter pilot? You can almost be there in the 7-story IMAX "Fighter Pilot, Operation Red Flag." Documenting an actual week-long aerial combat training exercise using 120 aircraft, there are no special effects. The flying, bombing and near-misses are the real thing. Screenings are once a day at the California Science Center at the Los Angeles Exposition Park. For more information, visit www.californiasciencecenter.org.

The Flying Club family expands — Sue's a Grandma! Congratulations to Estee and Steve Baker on their new addition on December 2nd, Jaxon Riley Baker, weighing in at 7 pounds 4 ounces, and topping out at 20 inches tall! He can nearly reach the rudder pedals already!

O COME ALL YE PILOTS! MERRY CHRISTMAS HOLIDAY BUFFET Club pilots, family and friends are all invited to the Long Beach Flying Club & Flight Academy Christmas party on Thursday, December 14th from 1:00 PM to 3:00 PM! We'll have all sorts of holiday treats! If you'd like to bring a dish for the potluck, call the club to get on the signup sheet. Come one, come all!

FOR A LIMITED TIME: from 12/7/06 to 12/14/06 put \$1,000 on account using cash, check or traveler's check and get an extra \$100 credit on your account. Account must be paid off (no monies owed), aircraft will be charged the cash rate, and in the event any refund is requested the \$100 credit will be rescinded. (Credit card? Ask for details!) Happy flying!

AIRPORT TAXIWAY CONTRUCTION - LGB

A maintenance project to rehabilitate Taxiways Charlie and Lima, expected to take 18 months to 2 years, began last month, causing several changes to occur in the southeastern quadrant of the airport:

1. Effective November 20, 2006, the threshold of Runway 25L was displaced, reducing landing distance remaining to 3,900 feet. Threshold lighting was also updated.
2. Effective November 27, 2006 Runway 16L/34R was closed until further notice.
3. Runway 25L PAPI is out of service.

The displaced threshold was the result of construction site obstructions near the approach end of Runways 25L and 34R, up to 30 feet AGL, to accommodate construction yards for incoming asphalt. Additionally, restrictions on Runway 7R were the result of deep trenches for taxiway maintenance at the departure end of the runway. The full length of the Runway 25L is available for departures. Operations on both Runway 25L and 7R and multiple taxiways will be restricted intermittently by NOTAM. Make sure to review current NOTAMS and the ATIS prior to each flight.

For a two-month period during the project, the intersection of Taxiway Lima and Runway 25L will undergo refurbishment, causing additional procedural changes. Runway 7R will be closed for both takeoff and landings. Runway 25L will be available for takeoff only, as an intersection departure from Taxiway Delta.

Thorough pre-flight planning is required and vigilance during ground communications is essential. The NOTAM-L for LGB related to the project are listed as follows:

1. Long Beach CA (Long Beach /Daugherty Field/) [LGB]: November NOTAM #26: Runway 16L / 34R closed.
2. Long Beach CA (Long Beach /Daugherty Field/) [LGB]: November NOTAM #15: Runway 25L threshold displaced 1520.

The only other publication available is a single-page flyer from airport operations; you can pick up a copy from the dispatch desk. The information is not listed in the November 23rd edition of the Airport/Facility Directory, nor in the FAA publication, Notices to Airman 11/23/06-12/20/06.

Contact: Long Beach Airport Operations 562.570.2632 for further information.

SAFETY TIP OF THE MONTH Phil Barton

Before you step into your beautiful bird to go on a cross-country flight, it's a good idea during your flight planning to not only check out the TFRs but to look at all the Special Use Airspace (SUA) along your route. By definition, it's any airspace of defined dimensions, having a base and, in most cases, an upper altitude wherein activities must be confined.

There are basically two types of SUA: regulatory and non-regulatory. Prohibited Areas and Restricted Areas are regulatory. MOAs, Warning Areas, and Alert Areas are non-regulatory. Special Use Airspace, in most cases, are charted on Sectional and en route charts. Descriptions include hours of operation, altitudes, the controlling agency, and the frequency number to call. Let's look at some of the most common regulatory SUAs:

Prohibited Area is a designated airspace within which the flight of aircraft is prohibited. You don't go into it. Period.

Restricted Area is an airspace within which the flight of aircraft, while not prohibited, is subject to restriction. There may be unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery or guided missiles. IFR/VFR operations may be authorized without any specific clearance by the controlling facility when the airspace is not in use. Like most other SUA, they are marked on VFR charts by blue "combed" boundaries.

Some of the most common non-regulatory SUAs are:

Military Operations Area (MOA) which are established to separate certain military activities from IFR traffic and to identify for VFR traffic where these activities are conducted. MOAs are the most prevalent and widespread type of SUA. By definition, a MOA can exist from the surface up to 17,999 feet. You must check out your chart for it's boundaries. Pilots operating under VFR should exercise extreme caution while flying within a "hot" MOA. Contact the local AFSS to get the latest information, and prior to entering an active MOA, contact the controlling agency for traffic advisories. No specific clearance is required.

Alert Areas are depicted on aeronautical charts to inform nonparticipating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity. As always, check the activity status before entering the area. Again, no specific clearance is required.

Warning Areas, on the other hand, may contain hazards to nonparticipating aircraft in international airspace, though most military operations in these areas are not weapons related. A Warning Area is the least restrictive of the various classifications.

In summary, plan your cross-country flight carefully, and look for those SUAs that may be hazardous to your health. If you are on "flight following", and you want to know the most current status of a SUA you are about to enter, you may ask the controller whom you are with to give you that information. They do have a direct line to the controlling agency (LA Center, for example), and if they are not too busy, they may get this information for you. If you sense that they are busy, just make the call yourself to the local AFSS or to the controlling agency, using the frequency adjacent the SUA listed on the chart.

Adios, and fly safely.

ACCOMPLISHMENTS

YAO YUAN WAN	SOLO	C152	CFI JAE CHUNG
CHAD HUNT	SOLO	C172	CFI MIKE SEYMOUR
EFRAN GONZALEZ	SOLO	C172	CFI JACK BASHFORD
VIC CIMARUSTI	SOLO	C152	CFI RICHARD GARNETT
CHANNON VERRILL	PRIVATE	C152	CFI DANNY GREEN
HENRY JENKINS	PRIVATE	ARCHER	CFI DANIEL JENKINS
GEORGE HAFTOGLU	INSTRUMENT	WARRIOR	CFI RICHARD GARNETT
HYUNMAN SHIN	COMM MULTI	SEMINOLE	CFI JAESEONG OH



CONGRATS to PAUL RAYMOND, top **CLUB CFI** for November, logging the most hours of dual given in club aircraft! Runner-ups were JAE CHUNG and RICHARD GARNETT! **TOP GUN AWARD** goes to RENE GARCIA for logging the most flight hours in club aircraft in November. Runners-up were RICHARD ARMITAGE and KYUNG HWAN YOO!

CHRISTMAS GIFT IDEA -- give the gift of flight! A Long Beach Flying Club gift certificate fits perfectly in that holiday stocking!

REVIEW OF THE HOLIDAY AND WINTER OFFICE HOURS

8:30 AM to 2 PM	Sunday, December 24, 2006	Christmas Eve
Closed	Monday, December 25, 2006	Christmas Day
8:30 AM to 2 PM	Sunday, December 31, 2006	New Year's Eve
Closed	Monday, January 1, 2007	New Year's Day

QUIZ: Q: What air masses impact the nation's weather the most?

A: The polar and tropical air masses are the major players in how weather develops and moves across the United States. Throughout the entire year, polar Pacific, polar continental, and tropical gulf air masses will develop and sculpt the weather system over the nation. Polar Pacific air flows down from the North Pacific Ocean, entering both the Northwest and California. Air currents directed by the polar continental flow down directly from Canada, Alaska, and the Arctic regions continuously along our northern border states. Tropical gulf air flows upward from the Gulf of Mexico and Caribbean into the United States via Mexico and along the southern border states like Florida. Where these two air masses meet is evident by the level of severe weather associated with the central part of the country.

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!

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@lbfllying.com.

THE SURVEY SAYS! CFI Eduardo Burga got great kudos on a survey submitted by a new club pilot: "Eduardo did a great job of getting me back up to speed, in both the 172N and SP Models. He is very knowledgeable and easy to work with. Thank you." Great job, Eduardo!

POSTCARDED: Surf's up LBFC! I'm here in the Islands. Hoping to take a flight with a local flight school in a couple days. The cost for rentals is CRAZY. See everyone soon. Eric T. Alford.

NOTAM #2 Fullerton CA [FUL]: Runway 6/24 closed effective from December 12th, 2006 at 07:00 AM PST to December 22nd, 2006 at 09:00 AM PST.

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!!!

NEW & REJOINED CLUB PILOTS! WELCOME!



NICHOLAS TAYLOR

S. CHEN

KENNETH BROWN

ROGER PERKINS

DAVE JANKO

MICHAEL MELTON

SCOTT DUVAL

KIMBERLY KELLY

MICHAEL DOMINO

SILVIA MITCHELL

HAPPY DECEMBER BIRTHDAYS



- Rogelio Alonzo
- Richard Armitage
- Joel Asmussen
- Alan Baker
- Marvin Ballard
- Eduardo Burga
- Nelson Ceron
- Jess Cortez
- Williams Espino
- Rebecca Gentner
- Edmond Jonckheere
- Oliver King
- Scott Lager
- Masha Livhits
- Geovanni Lopez
- Travis Maciel
- Andy Markarian
- Tomas Martinez
- Jim Partin
- Ronald Ramsawack
- Janet Schwartz
- Maxim Senin
- Seosamh Somers
- Jonah Steinberg
- Robert Vanlandingham
- Yao Yuan Wan
- Charlie Zabinski

December 14: COME TO THE CLUB CHRISTMAS HOLIDAY BUFFET -- 1:00 here at LBFC.

January 31: 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!**

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