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**JUNE 2007 NEWSLETTER**

**HAPPY FATHER'S DAY!**

**EDITOR CANDY ROBINSON**

EDITORIAL



## WHAT'S UP? A BREATH OF FRESH AIR!

**Lower prices** just in time for summer! Our C-172SP, N724SP, has been lowered to \$129.95 and the Seminole, N2112F and 2126X, to \$189.95. We've been working on the annual insurance renewal for months and months. For the first time ever we are able to decrease the hourly price aircraft due to better insurance terms.

Note: until further notice, the new insurance for the Seminole requires an MEI with 75 hours multi-engine and with 25 hours make and model be on board. We're negotiating for a workable exception to the limitation. Please submit a Pilot Experience Form (available by request from [candy@Lbflying.com](mailto:candy@Lbflying.com)) if you would like us to apply to the new insurance company for non-MEI Seminole flights.

Pre-NPRM design for a **Class C** airspace configuration around LGB continues by the FAA and the Airspace Users Working Group. The FAA cites the statistical requirement for Class C – 75,000 IFR operations or 250,000 enplaned passengers, either one could call for Class C (LGB has 74,000, and 3 million, respectively) – as well as TCAS reports by the airlines near the airport.

Many General Aviation groups are adamantly opposed to Class C – the near-decimation of GA at BUR and SNA are proximate examples. In 1991, an NPRM for an ARSA was defeated by GA groups with the FAA announcement that Class C airspace at LGB was unworkable without a redesign of the entire LA basin airspace.

Though the FAA claims exhaustive efforts to appease the air carrier's concerns regarding the number of TCAS near LGB, there are still many avenues to investigate to keep the air carriers out of the offshore VFR practice areas.

- (1) Unrestricted climb to 5,000 feet for departures off Runway 30 to get air carrier traffic into LAX Class B is achievable. FAA claims that frequency changes and enroute traffic invalidates the suggestion. Sectorization of the SoCal frequency – there are several sectors west of LGB – is not cast in stone. Coordination of traffic or rerouting Victor Airways overhead, V23 and V25, should also be considered.
- (2) Change the departure route from Runway 30 from 180 degrees to amore westerly heading. Tests have been performed for a 185 and 200-degree headings without much change in ground tracks. Assumption of a required Environmental impact Report (EIR) for headings such as 230 degrees stop the discussion in its tracks. Just a guess, but a Class C at LGB will require an EIR from the citizens around LGB as it appears to be a vehicle for increased airline activity.

My suggestion? On departure Runway 30, climb to 5,000 to get into LAX Class B with a single controller (no frequency changes) between LGB Class D and LAX Class B; that is, a dedicated controller per flight to watch dog the flight for the 30 seconds between the two airspace. Likewise for arrivals for Runway 30 for the time between SNA Class C and LGB Class D. Arrivals for Runway 12 can be made to the northeast with the dedicated controller likewise controlling those flights. Staffing for this configuration would be far less than the staffing impact for a Class C at Long Beach.

The LGB aircarriers say a solution to their cockpit TCAS alerts is imperative; the FAA's solution of Class C airspace would take at least 2 years. Me? Modifications to the arrival and departure procedures for Runway 30/12 would be a more expeditious fix for the airlines and less intrusive to General Aviation. Speaking of watchdogs, we promise to continue to monitor the situation closely.

## SUGGESTED NEW DEFINATIONS.....Submitted by John Ringel

AIRSPEED - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)

BANK - The folks who hold the lien on most pilots' cars.

(continued on page 2)

## SAFETY TIP OF THE MONTH by Phil Barton

Have you ever asked yourself when was the last time you went out to the airport at night to brush up on your night flying skills? Remember, to fulfill the night currency requirement to carry passengers, you must have made three takeoffs and landings to a full stop in the preceding 90 days in the same category and class (for example: airplane, single-engine), during the period beginning one hour after sunset and ending one hour before sunrise. But, you ask, what is the definition of night for aviators?

Night for aviators is defined as the hours between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time". Technically, "civil twilight" (sunset) ends in the evening when the center of the sun's disk is 6 degrees below the horizon and begins in the morning (sunrise) when the center of the sun's disk is 6 degrees below the horizon.

Now that you know when to fly at night, go find an instructor and get current. You will find it to be most useful when you least expect it. Being night current really came in handy a couple of dozen times when I returned from my Baja flights years ago. And don't forget a safe night pilot takes at least two working flashlights plus a penlight, and he or she checks to make sure all required aircraft lights for night operations are installed and working. Adios, and fly safely.

## CLASSROOM CORNER..... HANK SMITH

Sheesh... The things we wind up believing because we didn't go to Ground School. Like-"Service Ceiling" is a waiter with more than two tables; or-"Best Rate" is from the cheapest instructor. Even worse, That "Endurance" is a bladder matter....

In the words of long-time game show host, Bob Barker; "Come on Down!" We've got knowledge that's better than college. Our continuous Private Pilot Ground School is in full swing. Students, you can start almost any Tuesday or Thursday. Remember --First comes knowledge; Then comes skill.

Full course - \$295

Pilots - "Sit in" on the subject of your choice. -\$20 per class



**HANK SMITH'S  
CLASSROOM  
CORNER**

### DATE - SUBJECT

6/5 A/C Components &  
Aerodynamics  
6/7 Engines & related systems  
6/12 Instruments & related systems  
6/14 Airport Operations  
6/19 Airspace  
6/21 Aviation Charts  
6/26 Radio Operations &  
Navigation  
6/28 Meteorology I

### DATE - SUBJECT

7/3 Meteorology II  
7/5 Weather Services I  
7/10 Weather Services II  
7/12 A/C Performance  
7/17 Flight Planning  
7/19 Weight & Balance  
7/24 Regulations &  
Publications  
7/26 Physiology &  
Testology

## CONGRATULATIONS

to  
Sina Koehler, James Chen,  
and Drew Croatt  
Graduates of...  
Private Pilot Ground  
School

## Next Big Thing - Instrument Ground School

Would be on Monday/  
Wednesday evenings.  
All we need is bodies.  
Call me -Let me know if  
you're interested.  
(562) 424-2288 .....

**ACCOMPLISHMENTS**



SAKSHI NADIMPOLLI	SOLO	C-152	CFI TONY PERSUITTI
KEUN HONG	SOLO	C-152	CFI JONGSHIN SUN
TONY HANN	PRIVATE	C-152	CFI CODY PIERCE
MELVIN WHITE	PRIVATE	C-172	CFI JACK BASHFORD
GRAME KIMMLE	PRIVATE	C-172	CFI JACK BASHFORD
ELI ROBBINS	PRIVATE	C-172	CFI CODY PIERCE
RICHARD ARMITAGE	INSTRUMENT	C-172	CFI RICHARD GARNETT
SHAWN KRUMWIED	COMMERCIAL	C-172RG	CFI RICHARD GARNETT
RANDY SOMERSHOE	CFI	C-172RG	CFIS R. GARNETT/H. LEICHER
DANIEL GREEN	CFII	C-152	CFI JAESEONG OH

CONGRATS to JAE CHUNG , top CLUB CFI for April, logging the most hours of dual given in club aircraft! Runner-ups were RICHARD GARNETT and CODY PIERCE!

TOP GUN AWARD goes to CHO YANGSUK for logging the most flight hours in club aircraft in April. Runners-up were VLADISLAV BORODULIN and RYOTA SUZUKI!

Congratulations to club pilot JAE CHUNG on his new job as First Officer in the Saab 340B+ for Mesaba. Also, congrats to alumni KEVIN GUSTAFSON on his upgrade to Captain in the ERJ for Mesa Airlines/US Airways! Erratum -- the next update to the alumni board in the hallway will list the B-757 as the correct aircraft for JOHN RINGEL'S recent captain upgrade. The update will also add DOMINIC TALLARITA, Yellowstone Aviation Gulfstream II,III,IV Captain and Chief Pilot. Dominic, the owner of LBFC prior to Candy, stopped by last month with this update.

*(Continued from page 1)*

**CARBURETOR ICING** - A phenomenon reported to the FAA by pilots immediately after they run out of gas.  
**CONE OF CONFUSION** - An area about the size of New Jersey located near the final approach beacon at an airport.  
**CRAB** - A VFR Instructor's attitude on an IFR day.  
**DEAD RECKONING** - You reckon correctly, or you are.  
**DESTINATION** - Geographical location 30 minutes beyond the pilot's bladder saturation point.  
**ENGINE FAILURE** - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.  
**FIREWALL** - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.  
**FLIGHT FOLLOWING** - Formation flying.  
**GLIDE DISTANCE** - Half the distance from an airplane to the nearest emergency landing field.  
**HOBBS** - An instrument which creates an emergency situation should it fail during dual instruction.  
**HYDROPLANE** - An airplane designed to land long on a short and wet runway.  
**IFR** - A method of flying by needle and horoscope.  
**LEAN MIXTURE** - Nonalcoholic beer.  
**MINI MAG LITE** - Device designed to support the AA battery industry.  
**NANOSECOND** - Time delay between the Low Fuel Warning light and the onset of carburetor icing.  
**PARACHUTES** - The two chutes in a Stearman

**PARASITIC DRAG** - A pilot who bums a ride and complains about the service.  
**RANGE** - Usually about 3 miles short of the destination.  
**RICH MIXTURE** - What you order at another pilot's promotion party.  
**ROGER** - Used when you're not sure what else to say.  
**SECTIONAL CHART** - Any chart that ends 25 NM short of your destination.  
**SERVICE CEILING** - Altitude at which cabin crew can serve drinks.  
**SPOILERS** - FAA Inspectors.  
**STALL** - Technique used to explain to the bank why your car payment is late.  
**STEEP BANKS** - Banks those charge pilots more than 10% interest.  
**TURN & BANK INDICATOR** - An instrument largely ignored by pilots.  
**USEFUL LOAD** - Volumetric capacity of the aircraft, disregarding weight.  
**VOR** - Radio navigation aid, named after the VORtex effect on pilots trying to home in on it.  
**WAC CHART** - Directions to the Army female barracks.  
**YANKEE** - Any pilot who has to ask New Orleans tower to "Say again".

# # # # #

**Q: Are DUATS briefing certified by the FAA?**

**A: YES.** DUATS briefings are certified by the FAA. If you receive a standard route briefing from DUATS, you will be presented with all the information that the FAA requires before you takeoff. In addition, the textual weather information you receive will be retained for 15 days to facilitate search & rescue if needed.

Weather obtained from other sources might not be certified. Here is an excerpt from the Aeronautical Information Manual (AIM), Chapter 7, and Section 1:

"Pilots and operators should be aware that weather services provided by entities OTHER than FAA, NWS or their contractors (such as the DUATS or FISDL providers) may not meet FAA/NWS quality control standards."

**NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to PHIL BARTON, HANK SMITH and JOHN RINGEL for the help with this newsletter!

**RETURNED!** Whoever brought back the garden hose from the front yard of the club, thank you!

**NEW & REJOINED CLUB PILOTS! WELCOME!**



- BRENT ANDRE
- ERNESTO BRAZA
- CURTIS CAMPBELL
- GANESH CHOUDHARY
- ANDREW CROATT
- JASON ENYERT
- CHRISTOPHER FLORES
- ALLAN GILLMAN
- MICHAEL GRANDY
- DEXTER GRAY
- DAN HARRIS
- HANA IM
- EDMOND
- JONCKHEERE
- SANGHOON KIM
- SINA KOEHLER
- LOU MYERS
- JOSE QUEZADA
- TIMOTHY ROSNICK
- FRANK SWEENEY
- ARNOLD TANI

**HAPPY JUNE BIRTHDAYS**



- JESUS ARGUILAR
- BRENT ANDRE
- JORGE BECERRA
- VICTOR CIMARUSTI
- TIM DEROSE
- MICHAEL GADBERRY
- DARRIN GLENDAY
- GEORGE HAFTOGLOU
- CHRISTOPHER KENYA
- PETER JACKSON
- PANCH JEYAKUMAR
- CLIFFORD JUNIO
- ASHLEY JURIC
- GRAEME KIMMEL
- JOHN MILLER
- GREGORY MYERS
- JAMES NIX
- GREGORY PETERSON
- KENNY POUNCEY
- ERIC PURMONT
- RAKESH RAVINDRAN
- CANDY ROBINSON
- JEFFERY ROCK
- HENRY SMITH
- KEVIN STORM
- RICHARD STRUM
- TARI TARICCO
- DEAN THOMAS
- SARAH WALTERS
- CHO YANGSUK
- KYUNG HWAN YOO

- C** June 16-17: "Wings Over Gillespie," annual CAF airshow at SEE. Lots of aerial acts and more. See www.wingsovergillespie.org
- A** June 23-24: Ramona, Calif. annual airshow, featuring F/A-18 Hornet, P-51, more. Benefits fallen CDF pilots. Call (760) 788-3366 or see www.ramonaairshow.com.
- L** June 23: American Heroes Airshow, Hansen Dam, LA. Contact J. D. Paules Jr. at (818) 631-8132
- E** June 27th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.
- N** July 23-29: EAA AirVenture, Oshkosh, Wisc. If you can stand the heat and humidity, join several hundred thousand fellow aviation lunatics. Call (800) 564-6322 or see www.eaa.org
- D** July 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 July!
- A**
- R**