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AUGUST 2007 NEWSLETTER CELEBRATE NATIONAL AVIATION DAY! EDITOR CANDY ROBINSON



WHAT'S UP? NATIONAL AVIATION DAY, August 19, provides the perfect opportunity to hang out at your local airport, take a spin around the patch, or introduce a friend to aviation. "Great strides have been made in aviation since Orville Wright's first flight in 1903. Today, general aviation aircraft range from light sport aircraft like the Piper J-3 Cub to personal jets like the Eclipse 500," said AOPA President Phil Boyer. "In America, we also have a unique freedom that keeps GA efficient and affordable, so we certainly have many reasons to celebrate National Aviation Day."

In the late 1930's, there was tremendous progress in aviation. Aviation was opening up for commercial, military, and private interests causing a great excitement. National Aviation Day was first observed in 1939, but why on August 19? It's Orville Wright's birthday, August 19, 1871.

One way to share your love of aviation is find someone who has always wanted to learn to fly. Take them for a flight or arrange a \$59 introductory flight. But if you can't break away to spend the day at the airport, there are other ways to celebrate. If you work with children, make paper airplanes, give them crayons and paper to draw their own aircraft, or even talk to them about their first airplane ride or what they think flying would be like. For those who fly for a living - whether you're a CFI or a Boeing 737 captain - take a moment to educate your passengers about the day, great achievements in aviation, or even why your "office" has the best view in the world.

THE 55TH EDITION OF THE LOS ANGELES TERMINAL AREA CHART was released July 5, 2007. Significant changes to Edition 55 include:

1. Addition of the tower frequency for Santa Monica tower and Hawthorne tower onto the diagram for the LAX Mini Route VFR Transition. On the Nav Side Panel of the chart, procedures for the LAX Mini Route VFR Transition include contacting SMO Tower when approaching from the northwest or HHR tower when approaching from the southeast. Addition of these two tower frequencies avoids a heads-down situation in the cockpit while pilots are searching elsewhere on the chart for the information.
2. Getty Center Visual Checkpoint has been upgraded to a VFR Waypoint. The symbol for the stand-alone VFR Waypoint, VPLSM, at the former site of the Mulholland/405 VFR Waypoint has been removed. Continuing with the simplification of the VFR Checkpoints and Waypoints in the Sepulveda Pass that began with Edition 54, references to the Mulholland/405 intersection have been removed. Evolution of the Sepulveda Pass caused Mulholland/405 to be indistinguishable from the air. Getty Center was first added as a Visual Checkpoint with Edition 54; official classification as a Waypoint have been completed. The Los Angeles VFR Waypoint panel of the TAC chart reflects the removal of VPLSM and the addition of VPGTY. Changes for the Sepulveda Pass also affected the nav side and flyway side of the TAC chart.
3. In the Santa Clarita area of the TAC, the yellow "populated places", also commonly referred to as "congested areas," was updated to reflect the encroaching development in the area. Text for the Magic Mountain VFR Waypoint as moved to the west of the checkpoint flag for clarity. Previously the Santa Clarita visual checkpoint was deleted on both the nav and flyways sides of the chart as it was no longer distinguishable from the air.
4. The 13 warning boxes for Intensive Flight Training have become more compact, abbreviating altitude information with the entire word 'feet' to an apostrophe. Change affected the the nav side, the flyway side and the panel diagram of the Flight Training Areas of the TAC chart.
5. The TAC panel titled "Control Tower Frequencies on the Los Angeles Terminal Chart" shows a change for Los Alamitos tower capabilities from ASR/PAR to simply PAR. The format for LAX frequencies adds the differentiation of frequencies, using "N Cmplx" and "S Cmplx". Local jargon refers to LAX Runways 25L & 25R as the South Complex and Runways 24L and 24R as the North Complex.
6. Many visual checkpoints show a relocation of text relative to the checkpoint flag on the flyways side of the TAC chart around the Ontario Class C airspace. We suspect this was to align the text to correspond with the text location on the nav side of the chart: Colton cement plant, Mt Rubidoux, Auto Center, Claremont College, and Target.
7. The warning box, "radio control aircraft below 400' agl" on the flyways side of the chart was moved north of Prado Dam to match the location on the nav side of the chart.

Check your flight cases: make sure you have the new most current Los Angeles TAC chart.

Have A Current Airport Diagram AND Use IT! FAA Announcement Forwarded by MIKE SEYMOUR

Line Safety Audits completed by the airlines revealed 23% of errors and 38% of the threats occur before ever leaving the ground. A crucial part of the flight process is pre-flight planning. Accident analysis reveals that preflight planning is often inadequate or entirely ignored. An important part of this flight process is the obtaining of information for your departure, arrival, AND alternate airports. This should include utilizing a current Airport Facility Directory, obtaining current NOTAMS, AND having a current Airport Diagram. Airports Diagrams are readily available at www.naco.faa.gov. It is not only important to have a current airport diagram, but to also USE THEM. You should review the airport diagram before taxi while stationary; and then after receiving your taxi clearance, review the diagram again to ensure that you are familiar with the taxi route and any hold short instructions. If there ever is a question. STOP and ASK! See for more information: https://www.faa.gov/files/notices/2007/Jul/SPANS_-_July_07.pdf

CLASSROOM CORNER HANK SMITH

"An investment in Knowledge always pays the best Interest"....Benjamin Franklin

Congratulations to; Gary Lazenby, Eugene Moerbt, and James Chen-recent graduates of our "continuous" Private Pilot Ground School.

Guillermo Duran and Rand Skerritt are poised to graduate even as we speak.

Every Tuesday and Thursday evening great aviation topics are discussed. Don't miss out on your favorite subject.



**HANK SMITH'S
CLASSROOM
CORNER**

DATE	SUBJECT	DATE	SUBJECT
8/14	Airspace	9/11	Flight Planning
8/16	Aviation Charts	9/13	Weight & Balance
8/21	Radio Operations & Navigation	9/18	Regulations & Publications
8/23	Meteorology I	9/20	Physiology & Testology
8/28	Meteorology II	9/25	CLASS STARTS
8/30	Weather Services I		ALL OVER AGAIN
9/04	Weather Services II		With A/C Components &
9/06	A/C Performance		Aerodynamics

Full course - \$295

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

GOT CHECK RIDE-ITIS?

Worried you may not be ready?

I may be able to help. As a retired pilot examiner, I have given a number of "faux" orals to candidates in preparation for their FAA Check Ride.

We're still looking for people who want an Instrument Ground School. Classes would be on Monday & Wednesday evenings.

Call me -Let me know if you're interested.

THOUGHT FOR THE DAY

"A positive attitude may not solve all your problems, but it will annoy enough people to make it worth the effort."-----Herm Albright (I don't know who he is either)

ACCOMPLISHMENTS

AJAY KAUNDAL	SOLO	WARRIOR	CFI CODY PIERCE
JAMES CHEN	SOLO	C152	CFI CODY PIERCE
GARY LAZENBY	SOLO	C152	CFI CODY PIERCE
CASEY DEXTER	SOLO	C152.	CFI CODY PIERCE
JOHN PARK	SOLO	C152	CFI MIKE SEYMOUR
DAVID MANOUKIAN	PRIVATE	C172	CFI CODY PIERCE
GANESH CHOUDARY	PRIVATE	C152	CFI DANNY GREEN
KYUNG HWAN YOO	IFR	C152.	CFI JAESEONG OH
HIRAN FERNANDO	IFR	C172RG	CFI RICHARD GARNETT

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



TOP GUN AWARD goes to GANESH CHAUDHARY for

logging the most flight hours in club aircraft in July! Runners-up were RAHUL BANSODE and ANAK LAL! And congratulations to Danny Green on his Jet Commander 11-21 SIC type rating!

AOPA PHOTO CONTEST

Five contest categories are drawn from those subjects of special interest to the Aircraft Owners and Pilots Association: Photos of general aviation aircraft and situations will be accepted. For the purpose of this contest, general aviation is all civilian flying except scheduled passenger airlines.

1. General Aviation Aircraft - Any non-airline, non-military aircraft - in-flight or on the ground. Warbirds (retired, non-government-owned military aircraft) are acceptable.
2. Airports - General-aviation-oriented people, events, and situations at airports.
3. Pilots - Portraits of general aviation pilots in aviation settings on the ground or in flight.
4. Aerials - Clouds photographed from the air, air-to-ground images.
5. Altered Images - Photographs manipulated for artistic purposes by applying digital and/or traditional special effects (i.e., hand coloring, toning, bleaching, collage and photo composites, etc.).

Photographs must be originals, shot by the entrant on or after January 1, 2003. Submit photographs online through www.aopa.org/photocontest/. All digital entries must be received at the Aircraft Owners and Pilots Association by 5 p.m. Eastern Daylight Time, September 4, 2007.

EMAILED: Hello Long Beach Flying Club - I am keeping busy these days at Flight Safety and elsewhere. I am presently dual qualified on both the King Air 200 and the Cessna 300/400 series. I take an FAR 135 checkride every 6 months in the King Air program. Later this month I will begin training on the King Air 90 series. In addition, I am now moving into the academic world. This summer I am teaching a class at Cal. State Univ. Los Angeles, Safety Factors in Aviation, and in the fall I will be teaching an airline operations course. When time permits, I write for IFR Refresher, which specializes in IFR operations. John Mahany

EMAILED: HI Candace, This is Fabrice Carra the French CFI giving you some news. I don't know if you recall me but I was at LBFC from 8/14/91 to 4/10/96. At that time I was good friend with Maher Ladki and Isam Safeidine. Since then I went flying the Canyon with Air Nevada, then Ameriflight in Burbank for 6 month, then American Eagle since Dec 97. I've been there since then flying the ATR first in Chicago then in Puerto Rico. I upgraded in the ATR in 4/01 and have been Capt since flying the Caribbean. Married to a Puertrican, and we are having a little boy coming out at the end of next month. I was looking at the Web Site for LBFC, very well done, I read a couple of news letters, it seems the Club is going strong and I was happy to see that you were still the owner. By the way American Eagle as you know is lacking a lots of pilots, and they are heavily hiring. Their requirement keeps on dropping and I think they are now asking TT: 500 and Multi: 100H. There is now a program were as Capt. at Eagle I can recommend somebody, so if anybody is interested at LBFC you let me know and I'll gladly do it if you think he is a good candidate. OK I hope all is well, Drop me a note if you have time. Sincerely, Fabrice Carra.

EMAILED: Candy, I wanted to take a moment here at work to drop you a line to thank you for the help you rendered in regards to my lost logbook. Since then I have started a new logbook, regained my recurrency, and started my IFR Training at ADF Airways Kendall/Tamiami Airport. After stepping in to an airplane for the first time in ten years I have to tell you that I generated some puzzled looks on the faces of my instructors as I pulled off near perfect steep turns and landings, "you're sure you haven't flown in ten years??" . "Well, only in my sleep," is the standard reply". This of course I credit to the great training that I received from two of your past and absolutely superb CFIs, Tom Duckworth and Julie Thiele. I really do miss your wonderful flying Club and beautiful Long Beach Airport. I will always feel a connection to both. Flying in Florida surely is different! There are no hills is it is not as mountainous, so determining your situational awareness takes on a different meaning from a visual standpoint. As soon as I gain the Instrument Rating I am planning to purchase a Cherokee 6 or Cessna 206 and heading for the Caribbean to do some island hopping and then do a little mountain flying. I can't WAIT! Anyway, just wanted to drop you a line of thanks for your help and for sending me the monthly newsletter. Please keep on sending it, hopefully I'll be able to return some articles on Flying the Caribbean, that's my goal. Kind Regards, David Stanigar (former Club Member)

MANY THANKS: to JOHN BERG for his donation of a new keyboard and mouse for the DUATS computer!
NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, JOHN MAHANY and MIKE SEYMOUR for the help with this newsletter!
REMINDER: The club is now a DSL "Hot Spot" for internet users. Call for details! Surf's up!
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!!!
EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@lbfflying.com.
NOTAM: FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out www.pilotfinance.com

NEW & REJOINED CLUB PILOTS! WELCOME!



- FRANCISCO BUSTAMANTE
- CRAYA CARON
- NEAL DAVID COYLE
- EDWARD GALLOWAY
- CHRIS HICUS
- SUNIT KAKKAR
- WESLEY LAMBERT
- BRENDON OGRADY
- GORDON PERRY
- CHARLES SOSA
- TAKUYA SUGIYUMA
- THOMAS ROSS
- DANIEL WEISS
- KAORV YAMAMOTO

HAPPY AUGUST BIRTHDAYS



- KEVIN APEL
- JACK BASHFORD
- JASON CHAMBERS
- WALTER A. COHN
- DOUG CRIPPS
- JEFF DASH
- HIRAN FERNANDO
- NIKOLAS GAVALAS
- SCOTT GORDON
- DANIEL GREEN
- MARK HILSTAD
- ROBERT JACOBSON
- MICHAEL LINDSAY
- DAVID LOCKE
- JAMES LOISCH
- WILLIAM LYNCH
- BRUCE NETTLES
- REED NOVISOFF
- JASON OCHOA
- FRANK REINMILLER
- DAVID REMESNITSKY
- TAKUYA SUGIYAMA
- ROSS THOMAS
- PAUL C. TURNER
- DANIEL VILLANI
- GERALD VOS

August 25: Big Bear Air Fair, Contact 909.585.3219.
August 25-26: Santa Maria Annual "Thunder Over the Valley" airshow. Contact: 805.922-8758.
August 29th & September 26th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.
September 29-30: USN Blue Angels & Canadian Snowbirds, Salinas, CA.
September 12-16: Reno Air Races - Snowbirds will perform.
October 24th: 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 October!

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