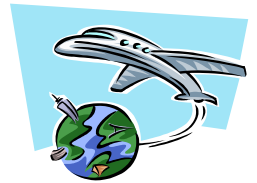




LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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

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visit us: at www.lbflying.com email: club@Lbflying.com

DECEMBER 2007

MERRY CHRISTMAS!

EDITOR CANDY ROBINSON

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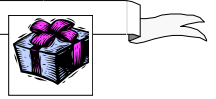
WHAT'S UP? Finally, soloing made simple!

Announcing a new opportunity for Flight Instructors! We now have two dedicated locations on the airport to supervise student first solos. The site for Runway 25L is on the southwest corner of the intersection of Runway 34R and Taxiway Foxtrot. For Runway 25R, the southeast corner of Taxiways Charlie and Kilo. Access to a handheld radio and/or a cell phone is advisable.

CFIs that have the chance to utilize our new Observation Locations, students who happily leave their instructor at these appointed areas or anyone with other supervised solo ideas are requested to report back with their experiences!



REVIEW OF THE HOLIDAY AND WINTER OFFICE HOURS



8:30 AM to 2 PM	Monday, December 24, 2007	Christmas Eve
Closed	Tuesday, December 25, 2007	Christmas Day
8:30 AM to 2 PM	Monday, December 31, 2007	New Year's Eve
Closed	Tuesday, January 1, 2008	New Year's Day

CHRISTMAS AND NEW YEARS are coming!!!
We will have the following office hours during the holidays: the day before Christmas and New Year's Day we will be open from 8:30 am to 2:00 pm. The office will be closed on Christmas and New Year's Day. Aircraft rental will be handled using night dispatch procedures.

Call ahead for the locker combination, don't forget your keycard -- and Happy Holidays!

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 Friday, December 14th from 12:00 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!

"THERE IS TROUBLE IN THE AIR NEAR LONG BEACH" Submitted by John Ringel

The Southern California Airspace Users Working Group (SCAUWG) has been in lengthy discussions with Jet Blue Airways and SOCAL on a safety issue that should be a concern to all pilots operating out of the Southern California basin airports.

Jet Blue Airways is experiencing an excessive amount of TCAS Resolution Advisories on their arriving and departing flights at the Long Beach Airport. What is TCAS? The Traffic alert and Collision Avoidance System is an electronic device which is designed to reduce the danger of mid-air collisions between properly equipped aircraft. This system constantly monitors a protective bubble of airspace around an aircraft in flight. TCAS relies on transponder signal input from other aircraft to create a picture or "paint" aircraft targets on the pilots navigation display. This system is totally independent of Air Traffic Control. When the TCAS system senses a threat, it warns pilots to the presence of other aircraft which may present a time critical threat. TCAS, in some extreme cases, will deliver a aural message and visual cue to climb or descend away from the threat. This alert is called a Resolution Advisory, otherwise known as an "RA". When an RA is announced, the pilot will disengage the autopilot and auto throttle system immediately. The escape maneuver that follows has to be flown manually. Flight director commands as well as ATC advisories will be ignored by the flight crew. TCAS does not issue any turn commands. Once the escape maneuver is completed, and the threat

(Continued on Page 2)

CLASSROOM CORNER HANK SMITH

Success is Relative.....Especially if the boss is your uncle.

HAPPY HOLIDAYS!!!... From the entire staff of Classroom Corner.

Congratulations go out to four gentlemen who graduated from our first **Instrument Rating Ground School** on Monday, Dec. 5th. They are; **Frank Reinmiller, Charlie McCormack, Paul Pagenkopp.** And also attending was **Curtis Campbell**, who used the class as a refresher to add to his "Instrument Flight Instructor" skills. Way to go, guys!!

Our next **Instrument Rating Class** will begin Monday evening, Jan. 7th. We may be the first in all of America to use Rod Machado's "Instrument Pilot's Handbook" as our textbook. Sign up early....Save yourself a seat.



Our "**Continuous**" **Private Pilot Ground School.** Er...Continues. It consists of 16 classes. (Meeting Tues. & Thur. Evenings at 6:30PM). You can start almost anytime, attend classes until you've got them all and, in fact, you can continue attending classes "beyond graduation" (at no additional cost) until you obtain your Private Pilot Certificate. Oh Yes.... During the Holidays we are offering the opportunity for Rated Pilots to "Visit" any subject of interest at only \$10 each. What a deal. Do we like to talk Aviation, or what?


HANK SMITH'S
CLASSROOM
CORNER

The New Year is coming soon and that means our **FAA Approved, Aircraft Dispatcher Course** is slated to begin Saturday, Jan. 12th. This is a 13 week-end course that could lead to Aviation Industry employment and even to an Airline related lifetime career.

More info available- at the mouth of Hank Smith. (562) 424-2288

ACCOMPLISHMENTS

Ernesto Brazo	Solo	C-152	CFI Mike Seymour
Paul Lu	Solo	C-152	CFI Cody Pierce
Hugo Mendez	Solo	Warrior	CFI Jack Bashford
Rob Lee	Private	C-152	CFI Richard Garnett
Keun Hong	Private	Warrior	CFI Don Mikami
Sina Koehler	Private	C-152	CFI Daniel Santos
Sakshi Nadimpalli	Private	C-152	CFI Daniel Santos
John Berg	Instrument	C-152	CFI Richard Garnett
Ajay Kaundal	Instrument	Warrior	CFI Cody Pierce
Chuck Weller	Commercial	C172RG	CFI Jack Bashford
Jack Isaac	Commercial	C172RG	CFI Dale Choppin
Tim DeRose	Commercial Multi	Seminole	CFI Richard Garnett
Cody Pierce	CFII	C-152	CFI Daniel Santos
Cody Pierce	MEI	Seminole	CFI Jaeseong Oh



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

NEW & REJOINED CLUB PILOTS!

WELCOME!

*Robert Casey
Edouard Chu Chen
David Curtis
John Davis
Yasodhan Dighe
Shelley Estebo
Darius Fatakia
Stephanie Funston
Joon Sung Park
Michael Pound
Gordon Priedeman
Stephan Rutland
Devendra Sasne
Garfield Thompson
John Townsend
Peter Veal
David Wisniewski*

TOP GUN AWARD goes to MYEONG KIM for logging the most flight hours in club aircraft in November! Runners-up were ANAK LAL and RAHUL BANSODE! Congratulations to club alumni GIACOMO FAGLIA on his new job flying an A-320 for Vueling Barcelona!

(John Ringel Continued from page 1)

is cleared, the flight crew will return to their assigned altitude. ATC is usually alerted by the flight crew after the RA maneuver is completed. ATC's only responsibility during an RA is to keep all other threats away from this aircraft.

Why is this important to the pilots in the Southern California Basin? Our home airspace is a rather diverse and complex area in which we all navigate. You don't have to be told how challenging it can be to fly from Torrance to Fullerton airport, or perhaps to make your way to the southern practice area in the Los Angeles/ Long Beach Harbor area. The areas which are most affected by these TCAS RA's are located near the Long Beach Airport. One of the critical areas is located just southeast of Long Beach airport. This area is along the coastline and just north of the Seal Beach Naval Weapons depot on the final approach course to runway 30 at KLGB. Another larger area of concern is the airspace located between the 405 and 110 freeway interchange to the Los Angeles/ Long Beach Harbor area. The altitudes can be as low as 1500 feet to as high as 5000 feet. Dependant upon what airport you depart from, most traffic may transit through this "funnel" to the practice area and beyond. Jet Blue Airways also uses this same airspace to climb and descend when leaving and arriving the Long Beach Airport. These high performance aircraft can sneak up on you if you aren't paying attention. Extreme vigilance and common sense should always be exercised when flying through these areas. A good suggestion would be to tune in the Long Beach tower frequency or SoCal frequencies and listen for commercial airliner traffic departing the Long Beach Airport. The most important suggestion is to not loiter in this departure and arrival airspace or perform practice maneuvers of any kind anywhere near this area. Wait until you are well clear in the practice area before starting any flight training maneuvers. Look for important new changes on the new Los Angeles TAC chart. The new chart will be released in mid December, 2007. Please take the time to review these areas and plan your departures and arrivals accordingly.

What will happen if pilots ignore this important safety information? First off, no one wants a repeat of the 1986 Cerritos midair accident. While it is most prudent to use the see and be seen technique, this will not be the ultimate solution. It was proven by the NTSB that the see and be seen technique was not a factor in Cerritos. Why is this issue so critical to all pilots? If the FAA does not see an improvement to these incidents of RA's, we could very easily find ourselves with Class C airspace over the top of Long Beach Airport. SCAUWG has been debating the Class C airspace issue with Jet Blue Airways for several months. SCAUWG has proposed several alternatives to Class C airspace. Instituting this type of airspace will surely cause departing and arriving delays for GA aircraft and other untold negative economic issues for businesses at the Long Beach Airport. Placing Class C airspace over Long Beach will make an already complicated piece of airspace even more complicated. In certain areas, the compression of aircraft trying to navigate through the area will create an even greater hazard than we have now. We will also lose the freedom to transition through these areas without having to talk to SOCAL. How can we keep this from happening? All you have to do is stay vigilant, stay informed, and most important of all, refrain from loitering in these departure and arrival areas. It is imperative that these TCAS RA's be reduced dramatically. Together, with a concerted effort by all pilots in the Los Angeles area, we will continue to operate in a safe flying environment. This goal is not only for the airline passengers, but also for the GA pilots that enjoy our diverse and complex airspace.

For those that are interested, a powerpoint presentation is available for your organizations and flight schools as an educational tool. SCAUWG meets once a month on the second Tuesday at 10 am. These public meetings are held at the AirFlite facility at the Long Beach Airport. Please try to attend one of these meetings and voice your opinion and ideas. If anyone has questions or comments, I may be reached by email: skykingdc10@hotmail.com.

Please fly safely, John Ringel, SCAUWG Education Liaison



NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH and JOHN RINGEL 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: 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%.

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

CONGRATULATIONS to the Lou Warde family on the arrival of future pilot Zachary Louis Warde, arriving at 7 pounds, 10 ounces on August 16th!.

**HAPPY
DECEMBER
BIRTHDAYS**


*Furrukh Alam
Richard Armitage
Marvin Ballard
Eduardo Burga
Jess Cortez
John Davis
Williams Espino
Edmond Jonckheere
Christopher Kirchner
Ben Laack
Geovanni Lopez
Andy Markarian
Krank Mierau
Donald Myhra
Jim Partin
Ronald Ramsawack
Fernando Scalini
Janet Schwartz
Maxim Senin
Seosamh Somers
Jonah Steinberg
Steven Tuinei
Charlie Zabinski*

December 14: COME TO THE CLUB CHRISTMAS HOLIDAY BUFFET -- 12:00 noon here at LBFC!!!



JANUARY 30th: 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!

LGB CFI OBSERVATION LOCATIONS

07298

AIRPORT DIAGRAM

AL-236 (FAA)

LONG BEACH (DAUGHERTY FIELD) (LGB)

LONG BEACH, CALIFORNIA

ATIS 127.75

LONG BEACH TOWER ★

120.5 257.6 (RWY 12)

119.4 257.6 (RWY 30)

GND CON

133.0 257.6

CLNC DEL

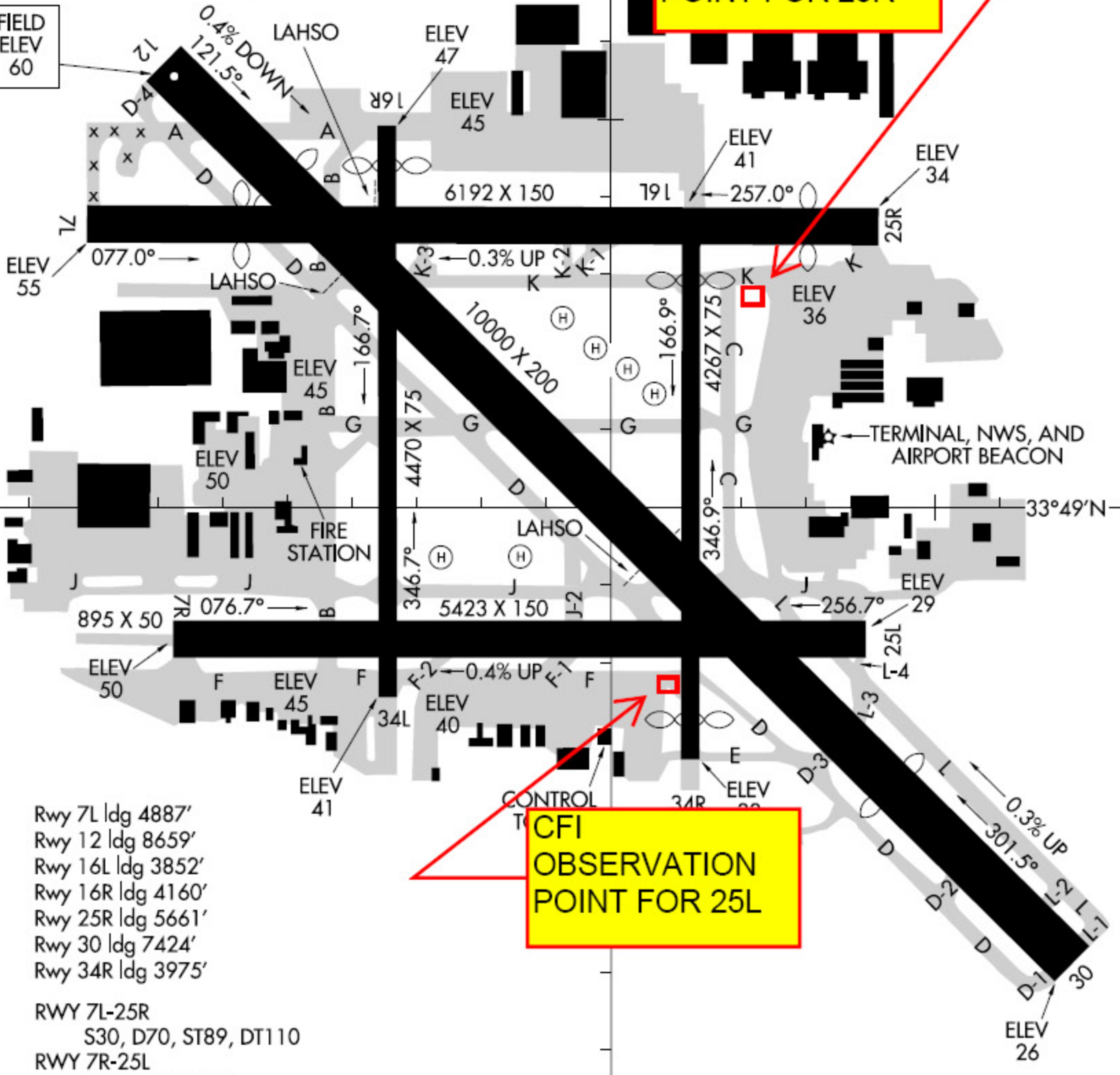
118.15

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°W

VAR 13.2° E

CFI
OBSERVATION
POINT FOR 25R

FIELD
ELEV
60



SW-3, 22 NOV 2007 to 20 DEC 2007

SW-3, 22 NOV 2007 to 20 DEC 2007

- Rwy 7L ldg 4887'
- Rwy 12 ldg 8659'
- Rwy 16L ldg 3852'
- Rwy 16R ldg 4160'
- Rwy 25R ldg 5661'
- Rwy 30 ldg 7424'
- Rwy 34R ldg 3975'

- RWY 7L-25R
S30, D70, ST89, DT110
- RWY 7R-25L
S30, D75, ST95
- RWY 12-30
S30, D200, ST175, DT300
- RWYS 16L-34R and 16R-34L
S12.5

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACk OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

118°10'W 504 118°09'W 33°48'N

AIRPORT DIAGRAM

07298

LONG BEACH, CALIFORNIA

LONG BEACH (DAUGHERTY FIELD) (LGB)

NOT FOR NAVIGATION PURPOSES

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