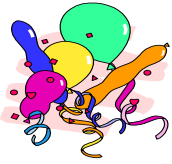




LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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JANUARY 2008 NEWSLETTER **HAPPY NEW YEAR!** **EDITOR CANDY ROBINSON**



2007 WAS A BUSY YEAR!

Last year Long Beach Flying Club, Flight Academy and Air Charter flew 10632.6 hours! Reported to the front desk:: 31 students soloed, 36 students received their private pilots licenses, 12 achieved an instrument rating, 12 achieved a single-engine commercial license, 7 multi-engine rating were completed, (one private and 6 commercial). There was one pilot who achieved a CFI rating, 3 pilots accomplished a CFII rating and 3 pilots earned their MEI rating. One person reported a CFI renewal completed. Five flight instructors took their annual APT checkrides.

Long Beach Air Charter had one successful recurrent checkride; the department continues to do regularly scheduled flights to San Clemente Island.

Two club pilots moved up to corporate flight departments. Two club pilots were hired by commuter air carriers. Five club alumni were hired by a major air carrier. Three club alumni were hired by flex jet operators.

Five club alumni moved from a commuter air carrier to a major air carrier. Three club alumni accomplished an upgrade to captain for commuter air carriers. Two club alumni upgraded from copilot to captain of a major air carrier.

One club pilots received a turboprop SIC type rating. Three club alumni went on to aviation management positions: one was appointed Director of Operations of a Corporate Flight Department, one was hired as an instructor for a major air carrier and one had been hired to manage a Flight Safety Training Center.

All departments were very, very busy in 2007 and we look forward to a busy year 2008!

NORDO From Wikipedia, the free encyclopedia

NORDO, short for "No Radio", is a North American aviation term for aircraft flying without a radio. The term may originate from the 5-character uppercase abbreviated notation "NORDO" displayed on controllers' radar scopes when an aircraft transmits the "radio failure" code on its transponder. An alternate explanation is that "NO RDO" was the standard note made on maintenance and equipment sheets used in military aviation, starting in the 1930s, as a code to identify planes which needed radio repairs or were not equipped with radios.

The term has made its way into standard aviation jargon, used as an adjective or a noun to describe an aircraft without a radio, even among pilots and others who are not air traffic controllers.

While sometimes used to denote small general aviation aircraft that are not equipped with one, the term is more commonly applied to aircraft that have experienced a radio failure in midair. This may constitute an emergency, as determined by the pilot. Aircraft equipped with a transponder should indicate a NORDO situation by setting the appropriate transponder code: 7600. NORDO aircraft declaring an emergency are given priority over other aircraft (providing a more serious emergency does not occur on another aircraft).

If the radio failure occurs in visual flight rules (VFR) conditions, the pilot is expected to continue under VFR and land when feasible. In instrument flight rules (IFR) conditions, the pilot is expected to follow the last instructions given by air traffic control, or follow their filed flight plan.

Air traffic control may re-establish communications with NORDO aircraft by using emergency frequencies, voice features of NAVAIDS, or aviation light signals. In the event of one-way communications (i.e. aircraft can receive only), the controller may request the aircraft make identifying turns, flash their navigational lights, transmit codes or IDENT signals on the transponder, rock their wings, etc, to acknowledge clearances or instructions.

CLASS D VERSUS NORDO

Losing both coms in flight is rare. If both coms fail at the same time, it might be attributed to one of the following:

1. Electrical failure. Scan the turn coordinator, low voltage light (if available), ammeter, transponder, interior lights, needles on the nav indicators to verify.
2. Audio panel. Check nav audio, position of the transmitter selector, position of the phones/speaker switches to troubleshoot.
3. Some aircraft in our fleet have a different jack for the hand mike and the mic plug of our headsets. You probably won't get out of the tiedown area if your headsets are plugged in incorrectly.

If you find yourself NORDO (no radio) you can still enter the LGB class D airspace. Part 91 regulations required establishing 2-way radio com prior to entering Class D airspace. The AIM 4-3-18(c) states that "pilots shall obtain a clearance by visual light signal prior to . . . landing". Make sure your kneeboard has the light gun signal chart. Remember, there is no signal for "cleared to enter downwind." Rock your wings abeam the tower and sequence yourself into the flow of traffic for 25L. Although the tower will clear traffic with (squawk 7600) a NORDO situation, double check the final for 30. On final you should see a steady green cleared to land or a flashing green to go around and try again.

Color and type of signal	Meaning with respect to aircraft on the surface	Meaning with respect to aircraft in flight
Steady green	Cleared for takeoff	Cleared to land.
Flashing green	Cleared to taxi	Return for landing (to be followed by steady green at proper time).
Steady red	Stop	Give way to other aircraft and continue circling.
Flashing red	Taxi clear of runway in use	Airport unsafe-do not land.
Flashing white	Return to starting point on airport	Not applicable.
Alternating red and green	Exercise extreme caution	Exercise extreme caution.

CLASSROOM CORNER **HANK SMITH**

**"What is not started today is never finished tomorrow." -- Johann Wolfgang von Goethe
Let's get started on 2008**

I've been asked to explain the "continuous" aspect of our Private Pilot Ground School. Well - Ok - Fine.....Ya see,There's this picture made up of 14 subject areas that, when assembled. (like a puzzle), presents 'All you ever wanted to know about being a pilot.'



**HANK SMITH'S
CLASSROOM
CORNER**

I have structured these subjects into 16 (mostly) autonomous presentations. After class #16, we continue immediately into class #1, thus providing a seamless continuity of the learning process. This "wrap-around" feature makes it possible to begin almost anywhere during the course and continue to completion. Even beyond that, many people are not aware that I offer "continuous" attendance beyond 16 meetings, at no additional cost. Once you have signed up for this class, you are entitled to attend (and re-attend) any or all classes until you attain your Private Pilot Certificate.

That said; The next Private Pilot Ground School "begins" Tuesday, January 29th. I'm working on our next Instrument Ground School, which will begin soon. Also-The Aircraft Dispatcher Class is slated to begin in January.

"A question that sometimes drives me hazy: am I or are the others crazy?" -- Albert Einstein

JANUARY 2008 NEWSLETTER

ACCOMPLISHMENTS

Derin Allard	Solo	C-152	CFI Richard Garnett
David Myseng	Private	C-152	CFI Mayuko Asakura
Kevin Grus	Private	C-152	CFI Cody Pierce
Gary Lazenby	Private	C-152	CFI Cody Pierce
Arjuna Somaratna	Private	Warrior	CFI Richard Garnett
Bill Lynch	Private	C-172	CFI Cody Pierce
Chris Rosenfelt	Instrument	C-152	CFI Cody Pierce
Ajay Kaundal	Instrument	Warrior	CFI Cody Pierce
Eric McIntosh	IFR/PVT	Seminole	CFI Cody Pierce
Cody Pierce	APT	C-152	CFI Jaeseong Oh

Congratulations to Melvin White on attaining a job at American Eagle in the Saab, based at LAX!



The next revision to the alumni board in the hallway will add Edward Kraus, who recently stopped by and updated us on his great job at Air Wisconsin in the right seat of the CRJ. Congratulations!!!

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for December, logging the most hours of dual given in club aircraft! Runner-ups were DANIEL SANTOS and HARRY LEICHER! **TOP GUN AWARD** goes to YASHODHAN DIGHE for logging the most flight hours in club aircraft in December. Runners-up were PETER VEAL and MYEONG KIM.

ATTENTION COMPTON JOURNEYERS

Procedures have recently been clarified to enhance the safety of operations during high concentrations of training activity while operating in and around CPM.

GENERAL PROCEDURES

1. Helicopters in the pattern at CPM should use Runway 25L/7R when operating a closed traffic pattern for training purposes or practice maneuvers.
2. Fixed-wing aircraft remaining in the pattern at CPM should use Runway 25R/7L when operating a closed-traffic pattern for training purposes or practice maneuvers.
3. The traffic pattern altitude for fixed-wing aircraft is 1000 MSL.
4. The traffic pattern altitude for helicopters is 600 MSL.
5. The calm wind runways are 25L and 25R.
6. Straight-in approaches are not recommended.
7. Helicopters shall not hover over the runway for longer than 30 seconds.
8. Simultaneous parallel runway operations are not permitted.
9. Helicopters may not touch down on the runway at any time.
10. Auto rotations shall be initiated from 800 feet MSL and a radio announcement made when preparing for an auto rotation and once the auto rotation is initiated.
11. Air taxiing is only permitted to designated parking areas on the south side of the airport. Air taxiing is prohibited on the north side of the airport.

TRAFFIC PATTERN

1. Airplanes: Departing 25R:
 - (1) Fly runway heading until reaching 700 feet MSL.
 - (2) Upon reaching 700 feet MSL or Avalon Boulevard, clear the area and promptly turn crosswind and continue to climb.
 - (3) Upon reaching the industrial complex (south of the airfield), turn downwind and continue to climb to a recommended 1000 feet MSL.
 - (4) Continue downwind at 1000 feet MSL.
 - (5) Abeam point of intended landing, start recommended descent, and continue no more than 45 degrees from intended point of landing.
 - (6) At 45 degrees or less from intended point of landing, clear the area and turn base.
 - (7) Continue descent on base and avoid overflying Compton High School.
 - (8) Clear the final approach path and turn to intercept the extended runway centerline for 25R and continue

onto the final approach segment of the pattern.

2. Airplanes Departing 7L:
 - (1) Fly straight ahead until reaching 700 feet MSL.
 - (2) Upon reaching 700 feet MSL or prior to Compton High School, clear the area and promptly turn crosswind and continue to climb.
 - (3) Upon reaching the industrial complex (south of the airfield), turn downwind and continue to climb to a recommended 1000 feet MSL.
 - (4) Continue downwind at 1000 feet MSL.
 - (5) Abeam point of intended landing, start recommended descent and continue no more than 45 degrees from intended point of landing.
 - (6) At 45 degrees or less from intended point of landing, clear the area and turn base.
 - (7) Continue descent on base.
 - (8) Clear the final approach path and turn to intercept the extended runway centerline for 7L and continue onto the final approach segment of the pattern.

PATTERN PRACTICE PROCEDURES (NOTE THERE IS NO PUBLISHED TRAFIC PATTERN TO THE NORTH OF THE AIRPORT .

1. Helicopters performing closed traffic patterns at CPM are asked to:
 - (1) Fly left closed traffic to runway 25L.
 - (2) Fly right closed traffic to runway 7R.
 - (3) Fly a pattern altitude of 600 MSL.
 - (4) Fly the downwind north the 91 Freeway and over the power lines.
2. Fixed-Wing aircraft flying a closed traffic pattern at CPM are asked to:
 - (1) Fly left closed traffic to runway 25R.
 - (2) Fly right closed traffic to runway 7L.
 - (3) Fly a pattern altitude of 1000 MSL.
 - (4) Fly the downwind just north of the 91 Freeway.

SIMULTANEOUS PARALLEL RUNWAY OPERATIONS

1. Aircraft shall not take off from a runway until traffic on the parallel runway has turned crosswind on departure.
2. Helicopters shall not occupy both runways simultaneously.
3. Holding on the runways for parallel traffic to depart is prohibited.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH and RICHARD GARNETT for the help with this newsletter!

CONGRATULATIONS! To Mary and Enrique Vera on the birth of their daughter, J. Victoria Vera, on January 5, 2008 at 6:30 PM, weighing in at 8 lbs 10 oz and a height of 21 inches!

EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@lbflying.com.

MANY THANKS! To Pilot Charlie Zabinski on the recent help with our myriad of plumbing dramas!

NEW & REJOINED CLUB PILOTS! WELCOME!



Kevin Crilley
Yogesh Dhotre
Juan Carlos Fuxa
Sean Gregory
Todd Griggs
David Hsu
Jeffrey Hylton
Jeffery Lima
Eric McIntosh
Hajime Nakamura
Mark Nelson
Jason Perez
Elvan Price
Robert Riffle
Chang Son
David Tak
Paolo Urquijo

HAPPY JANUARY BIRTHDAYS



Linda Amaya
Arnel Andrada
Matthew Braunstein
Alex Castillo
Richard Dach
Homer Davis
Erik Degernes
Henry DeRusha
Shelley Estero
Michael Grandy
Ron Haehn
Yeunuk Huh
Jeff Hylton
Daniel Jenkins
Henry Jenkins
Ajay Kaundal
Phillip Margolis
Jeff Muhle
Kevin Nguyen
Gordon Preidman
Sam Pyo
Paul Raymond
Thomas Runge
Mike Sampson
Tobias Sands
Brian Sheehy
Cole Standish
Robert Sulahian
Donald Swett
Dom Tallarita
Peter Veal
Robert Weebe
Angela Yoon

January 30: 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!

February 27th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.



MERRY CHRISTMAS HOLIDAY BUFFET
 Club pilots, family and friends turned out for our great
 Christmas party -- thanks to all who brought their
 favorite treats to share!



"Steep Turns at
 Twilight"
 December 23
 Break-in N9260T
 4 New Cylinders

