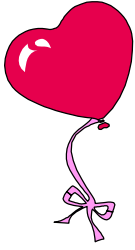




# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



WE FLY  
WITH  
CARE ....  
Now,  
more than  
ever.

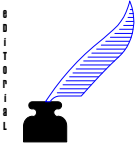
*Teaching the  
world to fly!  
With all the aircraft  
you need from the first  
flight hour to an airline  
job and everything in  
between!*

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321  
visit us: at [www.lbFlying.com](http://www.lbFlying.com) email: [club@Lbflying.com](mailto:club@Lbflying.com)

**FEBRUARY 2008 NEWSLETTER**

**HAPPY VALENTINES DAY!**

**EDITOR CANDY ROBINSON**



**WHAT'S UP?** The 56th edition of the Los Angeles Terminal Area chart (TAC) was released December 20, 2007. Some of the changes to Edition 56 include:

- Names have been added to the 13 warning boxes for Intensive Flight Training areas. Since the Flight Training Areas were added to the TAC in December 2001, a warning note in the approximate center of each area included the frequency and maximum altitude of the training area. As more and more pilots are using the frequency to self-announce, and additionally that there are three to four areas sharing each of the four frequencies, it will increase safety for pilots to identify which to practice area they are using. Changes effect the TAC on the nav side, the flyway side and the graphics panel description of the Intensive Flight Training Areas.
  - El Segundo refinery VFR checkpoint flag is more clearly located next to the checkpoint name. With previous changes on the chart, the VFR checkpoint flag symbol had become separated from the checkpoint name. Change effects the TAC nav side.
  - A stadium landmark feature was added near the Harbor/405 Interchange VFR waypoint. In the works is a plan to shorten the waypoint name to "110/405 Fwys." Change effects the nav side of the TAC.
  - A warning note, "LONG BEACH HARBOR AREA, SEE A/FD FOR DETAILS" was added a mile south of the breakwater. Air Carrier arrival and departure routes for Long Beach Airport affect the VFR training areas. An insert to clearly denote these routes to both training aircraft and transient traffic can be found in the Airman/Facility Directory.
  - Two training areas, the Blockhouse and Redlands, were inexplicably changed from "aerobatic training" to "intensive flight training."
  - On the TAC title panel, wording was changed from "obsolete for navigation upon publication . . ." to "EDITION EFFECTIVE 0901Z 20 DEC 2007 TO 0901Z 3 JUL 2008." This is a change for retailer and pilots; retailers could start selling the valid chart immediately upon receiving the shipment. The new wording forces sales of the old chart until the new effective date.
  - On the TAC nav side legend, symbols were added for Class E airspace low altitude RNAV routes showing the RNAV waypoint and name, the symbols for bridges and viaducts was added, and the ICAO location indicator was added to the airport date (the latter does not seem to have affected the chart.) The "r" in a circle before airport data denoting Airport Surveillance Radar has been dropped (changing airport data for Point Magu) as have the site numbers for look out towers (thereby the lookout towers depicted on the nav side of the TAC have all the numbers removed.)
  - On the Nav Side Graphics Panel the abbreviation "twr" was added to SMO and HHR towers on the miniroute graphic, abbreviation changed "CONTACT LAX TOWER" to "CTC LAX TWR." A note was added, "Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas," Long Beach altitudes for intensive flight training were made into two lines to separate the helicopter frequency from the frequency used up to 4,500 feet; all previous references to "CONTACT SOCIAL APPROACH" were shortened to "CTC SOCIAL APP."
  - San Jacinto NDB was removed on both the nav side and flyways side.
  - Two new private airports were added, Tenaja Valley, south of Lake Elsinore and Lake Arrowhead, southeast of Hisperia Airport.
- Check your flight cases: make sure you have the new most current Los Angeles TAC chart.

**BIG BROTHER IS WATCHING (AND IS NOT ALONE)!** Recently our local FSDO was sent several 8x10 photos, which clearly showed an LBFC N-number and one of our pilots. A private citizen on the Huntington Beach pier had a camera ready to illustrate his report of an aircraft "less than 500 feet from persons and structures on the ground." During his meeting at the FSDO, our intrepid pilot was able to show using 'save ground track feature' of his GPS that he was 625' away from the end of the pier. That evidence was enough to clear our pilot of a violation of FAR 91.119(c), "... aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure."

The pilot dodged a bullet, but there are many related issues to review:

- Other Altitude Regulations
  - It would be hard to prove in a court of law, but FAR 91.119(a) states that the aircraft may not be operated at an altitude below that would allow, "if a power unit fails, an emergency landing without undue hazard to persons or property on the surface."
  - Consider FAR 91.205, which states that "If the aircraft is operated for hire over water and beyond power-off gliding distance from shore, approved flotation gear readily available to each occupant and . . ." "For hire" is an analysis for another day, being within glide distance from shore is important enough to warrant an FAR for certain flights. Considering that the C-172 advertises an 8-1 glide ratio - a C-172 will glide 8 times the altitude. From 500 feet AGL in optimum conditions the aircraft will glide 4000 feet approximately or 3/4 of a mile. If the pier is 1/2 mile long and the flight path is 1/8 mile beyond it leaves 1/8 mile wiggle room ( $1/2 + 1/8 + 1/8 = 3/4$ ). Assuming

(Continued on Page 2)

### SAFETY TIP OF THE MONTH by Phil Barton

Sometime in your flying career you will go to a remote airstrip which has a runway slope. The question will become do you take off downhill and downwind, or uphill and into the wind?

First, let's define runway slope. In percent, it is the difference in altitude between one end of the runway and the other (in feet) divided by the length of the runway in hundreds of feet. For example, a 2500 foot runway with a 50 foot difference in altitude between one end and the other has a slope of 50/25 = 2%.

Everything being equal, a general rule of good practice is to take off downhill and downwind. Also, when considering taking off uphill, carefully consider not only getting off the ground, but the rate of climb necessary to clear the terrain beyond the airstrip. In general, don't take off uphill, regardless of the wind, if the runway slope is more than 50% of the best climb angle of your aircraft at that temperature and altitude. The climb angle of your aircraft can be estimated by dividing the rate of climb in ft./min. by the best climb speed for your aircraft. For example, if your computed rate of climb is 400 ft./min. at 80 mph then the climb angle (slope) is approximately 400/80 = 5%. In this case, you should not take off up a runway slope of 2 1/2 % or more. Therefore, when taking off uphill, always keep your climb slope at least twice that of the runway slope. Adios, and fly safely.

### CLASSROOM CORNER . . . . . HANK SMITH

"People will accept your ideas more readily if you tell them that Benjamin Franklin said it first." ..... Unknown



**HANK SMITH'S  
CLASSROOM CORNER**

Our continuous Private Pilot Ground School is in full swing. - Remember -There's no need to wait. You can sign up and start almost anytime. Other, upcoming classes include:

- ➔ An IFR Rating Ground School and...
- ➔ An Aircraft Dispatcher Course.
- ➔ Students; if you are coming up on a check ride, I offer a "Pre Check-Ride check", so you can be sure that you're ready.
- ➔ Instructors; don't miss the monthly Instructor's meeting on Wednesday, February, 27th. One of the subjects for discussion will be "Instructor Endorsements & responsibilities" (Don't be irresponsible)

"The less you know, the more you think you know, because you don't know you don't know  
.....Ray Stevens (not Benjamin Franklin)

Don't be a stranger....My door is always open.....unless it's closed.....Hank (562) 424-2288

ACCOMPLISHMENTS

Mike Rynkieweiz	Solo	C-172	CFI Harry Leicher
Eddie Pacheco	Solo	C-172	CFI Cody Pierce
Roger Perkins	PVT	C-152	Pete Engler
David Locke	PVT	Warrior	CFI Richard Garnett
Carlos Flores	IFR	C-152	CFI Cody Pierce
Mark Davis	IFR	Warrior	CFI Richard Garnett
Seungha Lee	IFR	C-152	CFI Mayuko Asakura
Ajay Kaundal	Comm	C-172RG	CFI Cody Pierce
Anak Lal	Comm	C-172RG	CFI Harry Liecher
Paul Harford	APT	Warrior	CFI Jaeseong Oh
Brian Waters	APT	Warrior	CFI Jaeseong Oh
Harry Leicher	APT	Seminole	CFI Jaeseong Oh
Jeff Rock	APT	Seminole	CFI Jaeseong Oh

Congratulations to Kevin Gustafson, who writes, "I'm a captain out of JFK flying the Embraer-145, 50-passenger regional jet, the same jet Patrick Short was on, for Delta Connection now. I've got about 400 hrs turbine PIC and hoping to have 1000 in the next 6 months."



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

TOP GUN AWARD goes to SAKSHI NADIMPALLI for logging the most flight hours in club aircraft in January. Runners-up were HRISHIKESH SHUKLA and YASHODHAN DIGHE.

NEW & REJOINED CLUB PILOTS! WELCOME!



- Chip Baldoni
- Benjamin Bundt
- Jesus Daniel Carrillo
- Shawn D'Souza
- Shayne Garvey
- Brian Gonzales
- Matthew Kaplan
- Duk Lee
- Andrzej Lejczak
- Alfredo Mendoza
- Frank Miranda
- Shane Stellers
- Ernesto Valdivieso
- Dan Vukovic
- Brian Waters
- Stefan Wood

cont. from page 1

windmilling prop, perfect pilot technique, incredible reaction time, shiny new paint, etc. etc. if you owned an airplane, would you want this pilot flying it? It is probably a good rule of thumb to flight plan as if you will need to defend you decisions to the FAA.

2. The Risk

So is low-level flying worth the risk? The main focus of the FAA's FITS (FAA-Industry Training Standards) is processing risk management using several checklists. Using the CARE checklist (C - consequences, A - alternatives, R - reality, E - external pressures) can help evaluate the level and severity of risk. By using CARE, the pilot will better understand the situation. The pilot should continuously evaluate the consequences (risks) of hazards that arise while enroute, continuously evaluate all available options and alternatives, acknowledge and address the reality of the situation (weather, aircraft, etc.), and avoid wishful thinking. The pilot should be mindful of external pressures, especially tendencies toward "get-home-itis." With adequate processing of risk during flight, it would be clear that sightseeing of the piers along the coast is best done with adequate altitude; the risk could be assessed as follows:

Consequence - possible consequences include

- 1) Collision avoidance will be compromised without adequate maneuvering space for avoidance. Using a climb maneuver, vertical escape is limited by the stall speed. A descent maneuver, not available proximate to the ground, allows a nose attitude stall speed and into the yellow arc.
- 2) Limits safe emergency landing sites due to a much smaller radius of choice.
- 3) ground hazards do exist (recall the recent R22 helicopter versus electrical wires near LAX).

Alternatives - goes without saying.

Reality - passengers are not impressed with pushing the safety envelope of aircraft performance or piloting experience; their safety is not insured during maneuvers close to the ground. Passengers will be more impressed with safe, consistent decision making, and will be more comfortable with a pilot who is concerned for their safety and demonstrating the options available for private pilots with the versatility of air travel. Scaring the public, both in the aircraft and on the ground is detrimental for our industry.

External pressures - if peer pressure or passenger conduct is affecting piloting decision making or adherence to regulations, then discontinue the flight immediately. Once on a trip to Mammoth, a passenger opened a beer. He laughed when I told him it alcoholic beverages were not allowed on the flight (Part 135). Lots of left rudder, right aileron and the aircraft did a nice side-slip as I pointed out a desolate airfield right below. I told him I could drop him off within 5 minutes and he could drink all he wanted. He stopped laughing (and stowed the beer). Passengers that rush the pilot, schedules that have to met no-matter-what, or passengers suggesting illegal or unsafe maneuvers cannot be allowed to affect the safe outcome of the flight. As pilot in command, the safe outcome of the flight is solely in your hands, and on your certificates.

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

**CONGRATULATIONS!** to Peter Garcia on his new family and future aviatrix! Peter writes, "Life has kept me busy. Speaking of life, I am a proud Dad, of Gabriella Grace Garcia. She was born on 01/08/08 and was 7 pounds, 2 ounces and 19 inches long. She and mom are both doing awesome."

**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 Edward Pacheco on donating the 10 chairs! They're great! Also, many thanks to Gary Lazenby for getting us a great price on the ballasts for our building lighting. Thank you much!

**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%.

HAPPY FEBRUARY BIRTHDAYS



- Chip Baldoni
- Robert Brennan
- Hoon Cho
- Fred Devries
- Tyler Dokken
- Peter Engler
- Tony Fryklund
- Michael Ford
- Juan Fuxa
- Kevin Grus
- Woo Jin Hann
- Richard Harr
- Eric Hatch
- Keun Hong
- Matthew Jenkins
- Joe Kirk
- Jan Koltai
- Wesley Lambert
- Scott Leighton
- Charlie McCormack
- Matthew Nethers
- Alec Orrick
- John Park
- Steve Park
- Leif Rowe
- Hrishikesh Shukla
- Changmin Son
- Danny Chi Tong
- Stephen Tucker
- John Vincent
- Eric Wayman

- February 16: Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.
- February 10: Corona, Monthly Antique Display and Fly-In.
- February 27: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.
- March 2: Santa Paula - 1st Sunday of each month, Antique cars Planes Hangers, Museum.
- March 3-4 March ARB Airfest.
- March 8: El Centro, CA. Blue Angels demo team opening season show.
- March 29: Riverside, CA. Airshow, Antiques, warbirds, trophies, car shows,
- April 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 April!

CALENDAR

Welcome Future Pilots



**Gabriella Grace Garcia**  
**January 8, 2008**



**ELLA REESE PERRIGOU**  
**AUGUST 5, 2007**