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MARCH 2008 NEWSLETTER **HAPPY ST. PATRICK DAY!** **EDITOR CANDY ROBINSON**



WHAT'S UP? AFD EXPLORING

The February 14th cycle of the Airport/Facility Directory (A/FD) reveals some progress of the Runway Safety Action Team. Examination of the changes on the LGB airport diagram reveals closure of Twy G (2 teeny tiny 'x') between Rwy 16R and Twy B. An old, angled taxiway just south of those teeny tiny 'x' now sports the Twy G designation. Rumor has it that after a fix-up of the original taxiway, it will go back to being named Twy G, and the angled, temporary taxiway will disappear. The FAA does like those right angles.

In the chart bulletin section of the current A/FD, a 319' MSL (288' AGL) obstruction has been erected since publication of the LA Terminal Chart. A free LA TAC chart to the first person to email candy@Lbflying.com with a plain English description (no lat/lon please) of the location of the obstruction. A current LA TAC or the July issue will be awarded. Not redeemable for cash. Happy flying!

OPERATIONS AT TOWERED AIRPORTS

Excerpts: SAFETY ADVISOR, Operations and Proficiency No. 2, AOPA AIR SAFETY FOUNDATION

Two things distinguish a towered airport. One is the presence of air traffic controllers (ATC), whose primary function is to coordinate traffic flow. The second is that a pilot must maintain two-way radio contact with the tower and obtain a clearance to enter the airspace, land, taxi, and take off. Because of the clearance requirement, pilots generally follow different procedures than at nontowered fields. For example, a pilot approaching a nontowered airport normally would plan the arrival to make a 45-degree entry to the downwind leg of the active runway. As you approach a towered airport, however, ATC can clear you to enter the pattern at any leg. The entry point will depend on the runway in use, the direction of arrival, and the location of other arriving aircraft.

The key to safe operations at towered airports, both in the air and on the ground, is awareness. Good preflight planning is essential. Focus on the task at hand, organize the cockpit to minimize your work load, and know where you are in relation to other aircraft in the vicinity.

(Continued on Page 2)

AIRCRAFT DISPATCHER: FAA OFFICE OF PUBLIC AFFAIRS Submitted by Hank Smith

NATURE OF THE WORK: In cooperation with the captain, the flight dispatcher furnishes a flight plan that enables the aircraft to arrive at its destination on schedule with the maximum payload and the least operating cost. The flight dispatcher considers en route and destination weather, winds aloft, alternate destinations, fuel required, altitudes and traffic flow. The dispatcher's signature, along with that of the captain, releases the aircraft for flight. He or she maintains constant watch on all flights dispatched and is the go-between for the pilots and the ground service personnel. The dispatcher keeps all personnel concerned with the flight informed as to the status of the flight and must be familiar with navigation facilities over airline routes and at airports, as well as with takeoff, cruising and landing characteristics of all types of aircraft operated by the airline. Dispatchers must also take periodic flights in the cockpit with the flight crew to observe routes, conditions and airports.

WORKING CONDITIONS: The dispatcher works indoors at the airport in the airline operations office. They use computers, calculators, weather charts & information and loading charts. A 40hr week with shift work is normal. The dispatcher frequently works under pressure, especially when the weather is bad. They must make rapid decisions concerning safety, flight regulations and economy of operations. This employee is surrounded by people, printers, telephones and intercom systems in a noisy, busy atmosphere. If you work for a small airline, you may also carry additional duties such as meteorologist and scheduler coordinator.

WAGES: Entry level salaries are in the \$24,000 range and increase with experience. Senior dispatchers at United Airlines and Federal Express currently make \$70,000 to \$80,000 per year. Delta and Southwest salaries topped \$100,000 in 1998.

OPPORTUNITIES FOR ADVANCEMENT: Dispatchers have moved up to this position from jobs as former clerks, flight followers, load planners, ticket agents, ramp personnel and station managers. Large airlines employ senior dispatchers who specialize in coordinating the economic factors of every flight. Experience as a dispatcher may be used in qualifying as an FAA Air Traffic Controller, airport manager and even as a pilot (with the appropriate flight time qualifications).

REQUIREMENTS FOR THE JOB: You may undertake training at age 21 and pass the FAA Practical Exam, but will not be issued a FAA Airline Dispatcher license until you turn 23. A FAA medical exam is not required, however, drug or alcohol abuse is disqualifying. One must have good vision, hearing and read, speak, write and understand the English language.

CLASSROOM CORNER HANK SMITH



**HANK SMITH'S
CLASSROOM
CORNER**

"A Dream is just a dream - A Goal is a dream with a plan and a deadline"... Harvey Mackay, Author.
"Have I got a plan for you."...Hank Smith, Airport Guy.

Class Updates:

- ➔ Private Pilot Ground School is continuously continuing. "Graduation Night" is set for Mar.27th., with the ensuing "first" class to begin Tuesday, April first. (Don't forget, you can jump in almost anytime).
- ➔ I hope to make room for the IFR Ground School to begin during April. Much of my scheduling is dependant on your needs. (Whatever pleases you, Tickle me plum to death).
- ➔ Operation "Check ride-Check" is very much alive and has proven successful for a number of students. Call me when you're ready.

I saved this update for the Aircraft Dispatcher Course until last. Hank Smith-Insights has been teaching this course since 2000. Currently, we are the only FAA Approved Aircraft Dispatcher program in the Los Angeles basin. Our Spring class is slated to begin Saturday, March, 15th. What is an FAA Aircraft Dispatcher? Please read the article in this month's newsletter. (Then, You'll Know You Know)..... Hank (562) 424-2288

ACCOMPLISHMENTS



Na Yun Teak	Private	Warrior	CFI Myauko Asakura
Jason Perez	Private	C-152	CFI Richard Garnett
Yeunuk Huh	Instrument	Warrior	CFI Jaeseong Oh

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

TOP GUN AWARD goes to YEUNUK HUH for logging the most flight hours in club aircraft in February. Runners-up were SHAWN D'SOUZA and SEUNGHA LEE.

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TAXI TIPS

- ➔ If in doubt about where you are while taxiing on the airport, bring the aircraft to a stop and ask Ground Control for progressive taxi instructions: "Ground, Five-Eight Quebec requests progressive taxi instructions." Never stop on an active runway after landing to ask for directions. Clear the runway first, then stop on a taxiway.
- ➔ Do not taxi onto or across a runway unless you are certain the ground controller has given you clearance to do so. If there is the slightest doubt, ask.
- ➔ At night, taxi with other pilots in mind. Minimize use of distracting aircraft lights. Use position lights at all times and the taxi light as needed, but keep strobes and landing lights off until the tower controller has issued you a takeoff clearance. Then turn on all lights. Adhere to operating time limits on lights if specified by the manufacturer.
- ➔ Always have a taxi chart available and check your assigned route against the chart before moving. Airport taxi diagrams are available via the Web at www.asf.org

COMMUNICATION

Because clearances are required to operate at towered airports, good radio communication skills go a long way toward ensuring smooth operations. A good communications system includes at least one 720- or 760-channel transceiver with enough power to transmit and receive communications without static or interference. If the aircraft transceiver is not working properly, the communications process will be difficult and could be unsafe. Get it fixed before operating at a towered airport. A headset with an attached boom microphone and a push-to-talk switch greatly simplifies the task of flying and communicating simultaneously.

Even the best radios fail occasionally. When that happens, you can still receive tower instructions via light gun signals. Because we get very little practice with these signals, they're easily forgotten. We suggest you copy the light gun signal chart below and tape it to your clipboard. Acknowledge the signals by rocking your wings or flashing your landing light.

CLEARANCES

Flying to and from towered airports involves a series of controller instructions and clearances. It's vital that both the pilot and the controller recognize and understand each instruction, clearance, and acknowledgment. Communications should be simple and clear. You'll take up minimum time on the frequency, and controllers will understand you the first time. A misinterpretation by either party can have serious consequences. To ensure mutual understanding, read back the clearance. Controllers are required to get an acknowledgment of "hold short" instructions, so a "hold short" clearance must be read back-but you should read back every clearance. Controllers issue clearances using specific words and phrases. If you don't fully understand a controller's instructions, ask for clarification. The "Pilot/Controller Glossary" in the AIM is an excellent source for reviewing the terms and phrases.

HOW THE PROS DO IT

The airlines and many corporate pilots have detailed procedures for operations at towered airports. While the following list of procedures is not exhaustive, it gives many useful piloting techniques that will make all ground operations more professional.

- ➔ The airport diagram is reviewed during preflight planning.
- ➔ The current position of the aircraft is noted relative to the active runways, the most likely route to the runway, and any special notes. (Many of the airlines provide notes and list restricted taxiways.)
- ➔ The first officer communicates with ground control, while the captain taxis the aircraft. When communicating with ATC, both pilots focus on what is being said and no other cockpit duties are accomplished during this time.
- ➔ If there is any doubt by either pilot about what is said or intended by ATC, they ask for clarification.
- ➔ The first officer writes down complex taxi instructions and asks for a repeat, if needed.
- ➔ A full readback of all ATC instructions on the ground is required.
- ➔ A taxi chart is used while taxiing, and both pilots listen to ATC and visualize the positions of other aircraft.
- ➔ Other cockpit duties stop just prior to crossing a runway to focus on the event. Both pilots must agree that ATC has cleared them to cross, and both pilots must visually check the runway in both directions.
- ➔ Taxi lights are used day and night to communicate with other aircraft on the ground. If the aircraft is moving, or has received clearance to taxi, the taxi light is turned ON. When the aircraft stops, the taxi light is turned OFF. When ATC issues takeoff clearance, landing and strobe lights are turned ON to let other aircraft know they are beginning the takeoff roll.

STERILE COCKPIT

This is a term coined by the airlines to limit conversation topics to flight operations when pilot work load is high-in high density airspace, that can be as far as 20 miles from an airport. Ask passengers to avoid unnecessary conversation until safely out of the terminal area or parked on the ramp. They should, as always, point out a potential hazard, but this is not the time to talk about how small the houses look.

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

REG CLARIFIED: Regarding currency requirements, the following rewording applies, "Except for the Piper Seminoles, members shall fly in club aircraft each 90 days (or 6 months if Club CFI) or perform three takeoff and landings with a club CFI. To act as PIC in a Seminole, 60-day currency is required.

TWINS? If you have a twin bed mattress, box spring and frame in good condition that you'd like hauled away, we're looking for a few good twins. The duplex for our international students is coming along nicely and it would really help out the cause! Give a call if you can help

NEW & REJOINED CLUB PILOTS! WELCOME!



Jonathan Choi

Erwin Chow

Joel Davis

Anthony Garcia

Igor Gerts

Stephen Hayes

Michael Kang

Jim Mc Namee

Shunsuke Nakashima

Pierce Rainey

Satoshi Sakamaki

Lisa Shippam

Travis Tyler

HAPPY MARCH BIRTHDAYS



Donald Almy

Rahul Bansode

John Berg

Daniel Bower

Benjamin Bundt

Curtis Campbell

John Carey

Erwin Chow

Rodney Conner

James Crofoot

Jason Enyart

Kimberli Feterik

Rene Franco

Tim Friedlander

Allan Gillman

Ronald Hector

Daniel Hershfield

Lynn James

Nhia Teng Lee

Andrej Lejczak

Donald Mikami

Frank Miranda

Merritt Myles

Mark Nelson

Howard Nestman

Jae-Seong Oh

Jason Perez

Roger Perkins

Fred Pitcher

Chris Preter

Pierce Rainey

Gregory Ratajski

Samuel Raymond

Charles Sosa

Rand Sterrett

Ernesto Valdivieso

Lambert Yuen

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March 8: El Centro, CA. Blue Angels demo team opening season show.

March 10: Corona, Monthly Antique Display and Fly-In.

March 15: Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.

March 26: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.

March 29: Riverside, CA. Airshow, Antiques, warbirds, trophies, car shows

April 6: Santa Paula - 1st Sunday of each month, Antique cars Planes Hangers, Museum.

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!

Duplex Rooms to Rent

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