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JULY 2008 NEWSLETTER

HAPPY FOURTH OF JULY!

EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP: The 57th edition of the Los Angeles Terminal Area Chart (TAC) was released July 3, 2008. Some of the changes to Edition 57 include:

1. On nav panel 6 (see note 1) the notes for the VFR transition route symbol were changed from "VFR transition route (ATC clearance required)" to "VFR transition route (ATC clearance required) altitude assigned by ATC." The hollow magenta arrows are shown for Hollywood Park, the Mini Route, the Shoreline Route, and the Coliseum Route. Note that on panel 4, the route through the Special Flight Rules Area is depicted with a fat blue arrow and on nav panel 10 there are no arrows.
2. Text associated with the Point Dume visual checkpoint on nav panel 9 was moved off the Class B airspace line for clarity.
3. On nav panel 12 and flyways panel 8, Hawthorne Blvd. is extended to the 105 Freeway.
4. Nav panel 14 has added ATIS frequencies 118.875 and 379.975 to Los Alamitos Army Airfield (KSLI). This change was carried through to the table on nav panel 21.
5. Nav panels 12 and 22 and flyways panel 8 show the renaming of visual checkpoint "Harbor 405 Interchange" to "110/405 fwys." Fewer letters on the nav side provided space for the stadium symbol to be more visible southwest of Compton airport.
6. A symbol for an obstruction under construction has been added near John Wayne Airport (nav panel 14), 319' MSL (288' AGL).
7. Nav panel 15 adds V363 (the 158-degree radial from El Toro VOR) and DANAH intersection (33.29N/117.42W). The airway was rerouted recently to circumvent restricted area R2503.
8. Nav panel 20 shows a new alert box, "Caution: military helicopter training below 6,000' MSL. Advisory frequency 122.9 or SOCAL 134.0."

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

Note (1): There are 22 panels when unfolding the LA TAC, Panel 1 refers to the upper left corner, 22 is the lower right. For the purposes of this article, the "front" of the chart, used for navigation, is referred to as the "nav" side while the "back" of the chart, used for flight planning, is called the "flyways" side.

IN A RELATED STORY, twice a year for many years, for each LA TAC revision cycle, I have requested that a Notice of Chart Changes table be added to our pristinely blank panel 1 or 2. Earlier this year, I had the item agendized for the semi-annual Aeronautical Charting Forum (ACF) held April 23-24, 2008 in Rosslyn, Virginia. Here is an excerpt of the

cont. on page 2

SAFETY TIP OF THE MONTH by Phil Barton

Most general aviation Pilots love to fly their small planes, but there are occasions when one takes an airline when time is of the essence. And, if you are like most airline passengers, you don't pay too much attention to the flight attendant giving the standard safety-procedure talk prior to take-off. After all, if there is a crash, everybody dies, right? Actually, no.

In a crash, passengers are five times more likely to survive than to die, and what the flight attendants say can save you. This was demonstrated at Heathrow Airport in London when a Boeing 777 crash-landed. The attendants quickly directed everyone to the emergency exit slides, with only 13 minor injuries among the 152 passengers. In 1989, a plane crash-landed so violently in Sioux City, Iowa, that it broke into flaming sections, yet 185 of the 296 aboard survived, including a baby placed on the floor, as instructed.

Passengers can, and have, emerged intact from planes ripped open by explosions during flight, depressurization, even the loss of part of the fuselage. Their survival has really been depended largely on keeping their seat belts fastened, using their oxygen equipment, and otherwise following instructions. So the next time you fly the airlines, and the attendants go through their motions, listen up. It just might save your life. Adios, and fly safely.

CLASSROOM CORNER HANK SMITH

Crud!! During summer our corner of the classroom is quiet, but not quelled.

We're scheming up classes for the fall...even as we speak. While we are looking to achieve vast goals with our half vast ideas, we (Hank) are tutoring and evaluating and spreading the aviation word to just about anyone who will listen. It occurs to me that I might project what has been called a perpetually positive perception toward aviation learning. Hell, I've even been accused of blatantly teaching the "6 P's". (Stop by my office, if you need an explanation). So, if you'll permit me this month, I would like to share with you some random thoughts on "Success". Contributors include; Quentin Crisp, Daniel Shorr, Alan James Bean and the ubiquitous, Unknown.



**HANK
SMITH'S
CLASSROOM
CORNER**

- ➔ If at first you don't succeed, destroy all evidence that you tried.
 - ➔ If at first you don't succeed, failure may be your style.
 - ➔ If at first you don't succeed, redefine success,
 - ➔ If at first you don't succeed, skydiving isn't for you.
 - ➔ The secret of success is sincerity. Once you can fake that you've got it made.
 - ➔ The number of people watching you is directly proportional to the stupidity of your action.
 - ➔ The trouble with doing something right the first time is that nobody appreciates how difficult it was. (Or, the other point of view)-
 - ➔ By doing just a little every day, you can gradually let the task completely overwhelm you.
 - ➔ You are not what you think you are, you are not what they think you are, but you could be what you think they think you are.
- And finally-My favorite-
- ➔ You're a genius if you fly a kite during a thunderstorm, and discover that lightning is electricity -- but you're an idiot if you fly a kite during a thunderstorm, and discover that lightning can kill you.

Spel chekers, hoo needs em?Hank (562) 424-2288

ACCOMPLISHMENTS

IN GEON HWANG	SOLO	WARRIOR	CFI JAESEONG OH
MICHAEL BOSTIC	SOLO	C172	CFI PAUL RAYMOND
DEAN HALL	SOLO	C172	CFI RYAN DAVIS
ERWIN CHOW	SOLO	SOLO	CFI RYAN DAVIS
TOM VOGELSANG	PVT	C172	CFI HARRY LEICHER
EDDIE PACHECO	PVT	C172	CFI CODY PIERCE
GEERT WYUTS	PVT	C152	CFI RYAN DAVIS
NICOLINA HUNT	PVT	C172	CFI RICHARD GARNETT
ANDREZ LEJCZAK	IFR	WARRIOR	CFI RICHARD GARNETT
YUNTAEK NA	IFR	WARRIOR	CFI JAESEONG OH
HOON CHO	COMM MULTI	SEMINOLE	CFI JAESEONG OH



CONGRATS to RICHARD GARNETT, top CLUB CFI for June, logging the most hours of dual given in club aircraft! Runners-up were PAUL RAYMOND and DANIEL SANTOS! TOP GUN AWARD goes to ANDREJ LEJCZAK for logging the most flight hours in club aircraft in June. Runners-up were ANGELA YOON and HIDEAKI TEREMACHI!!! Congratulations to SUNG JOON PARK, YUN WUK HUH and KYEONG HWAN YOO, recently hired by Asiana Airline. In Asiana's current class of nine, four are graduates of Long Beach Flying Club!

NEW & REJOINED CLUB PILOTS! WELCOME!



- JONATHON BEICH*
- JOHN CAMPBELL*
- NATALIE ELLIS*
- DOUG MC CLARY*
- SHANE PAREDES*
- BETSY PARROTT*
- FEDERICO SILVESTRI*
- MATTHEW TAGGART*
- MICHAEL WEISENBURGER*
- MICHAEL WETSMAN*
- RICHARD WILLIAMS*
- FRANK ZIPFEL*

(Continued from Page 1) minutes of the meeting reference my request:

VI. New Charting Topics

08-01-205 Detailed Change Data Published on the LA TAC & Flyway Chart

Ms. Candy Robinson of the Southern California Airspace Users Group (SCAUG) submitted this issue. Ms. Francie Hope, FAA/Western Service Center briefed the issue to the ACF. The SCAUG has recommended that a Notice of Changes be added on a currently blank panel on the Los Angeles TAC for users to be aware of regulatory and safety changes made to the chart since the previous edition. The recommendation further stated that nearly every FAA navigation publication and all major non-FAA publications, such as Jeppesen, have detailed change data published on the face of the chart. In fact, FAA charts and publications are not appended with change lists and those published by Jeppesen provide only skeletal and by no means detailed information.

Ms. Donna Gallant, NACO/Visual Chart Team Manager, stated that if implemented on one chart, all charts would have to be done and that not all charts have a blank panel available. Furthermore her team simply doesn't have the resources to handle such an effort. Ms. Valerie Watson, FAA/NACO, commented that major changes to the charts are already published in the Chart Bulletin section of the Airport/Facility Directory. Mr. John Moore, FAA/NACO, added that the NACO philosophy has always been for pilots/navigators to treat a chart as if it were the first time viewing it.

Lance Christian, DoD/NGA commented that the military also subscribes to that philosophy. Military pilots are required to review all available information before a flight. Ted Thompson, Jeppesen, remarked that his company expects pilots to review the entire chart even though they highlight changes in general terms. Their charts are published on an as-revised basis only. The current CAD system NACO uses to update most of the visual charts would not provide the needed change information. Mr. George Sempeles, FAA/NFDC recommended that the SCAUG revisit the issue in 5 to 10 years when a new chart compilation system is expected to be in place. Currently there's no practical way to list the changes. Mr. Jacque Beaudry, NAV Canada, commented that they are considering going to a publish-when-revised method as Jeppesen does. Mr. Beaudry agreed to report back to the ACF at a later date. As far as the statement in the recommendation about nearly every FAA navigation publication having detailed change data: that was considered inaccurate. Ms. Hope recommended closing the issue due to NACO's inability to comply at this point in time, and revisit it in the future per Mr. Sempeles recommendation.. CLOSED.

I'll address their comments in our August newsletter.

Fly happy, fly safe

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HAPPY JULY BIRTHDAYS

- ERIC ALFORD*
- DERIN ALLARD*
- JESUS DANIEL CARRILLO*
- JEFF COOPER*
- LAUREN COOPER*
- NEAL COYLE*
- GUILLERMO DURAN*
- KEITH EDEY*
- WILLIAM FINKIN*
- JASON GROW*
- PETER GARCIA*
- CLARENCE HARLEY*
- IN GEON HWANG*
- KEVIN JACKSON*
- RUDI LIMICH*
- GLENN MAPLES*
- SHUNSUKE NAKASHIMA*
- TONY PERSUITTI*
- JEFF PUFFER*
- DEVENDRA SASNE*
- RICK SHARP*
- ARJUNA SOMARATNA*
- RYOTA SUZUKI*
- RYAN VELLANDWETH*
- THOMAS VOGELSANG*

NOTAM: FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out www.pilotfinance.com or pick up a Pilot Financing application at the club.

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!

REMINDER: The club is now a DSL "Hot Spot" for internet users. Call for details! Surf's up!

CALEND	July 19	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.
	July 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 July!
	Aug 2	Chino Monthly Event includes seminars and, weather permitting and whenever possible, flight demonstrations by appropriate aircraft. Seminars start at about 10am and last till about 2pm and occur on the first Saturday of every month. Contact 909.597.3722.
	Aug 3	Santa Paula - 1st Sunday of each month, Antique cars, Planes, Museum.
	Aug 16-17	Camarillo Air Show.
	Aug 27	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.
	Aug 30-31	USAF Thunderbirds and USA Golden Knights aerial demonstration. Travis AFB, Ca.
	Sept 27-28	USAF Thunderbirds aerial demonstration. Salinas, Ca.

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