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everything in between!*

AUGUST 2008 NEWSLETTER CELEBRATE SUMMER OLYMPICS! EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP? ONLY AT LBFC!

Pre-solo 16-year-old student pilot: "Mom, can I take the multi-engine for my flight today with Cody?"
Encouraging Mom: "Sure, honey. You pay the gas. What's 17 times \$6? That's about \$100 an hour."
Pre-solo 16-year-old student pilot: "Oh."

REQUESTING NOTICE OF CHART CHANGES

My quest for an itemization of changes on the LAX TAC continues. In a recent communication from the Aeronautical Charting gurus, National Aeronautical Charting Office (NACO) in Washington, DC, a breakdown of the reasons why change data could not be added to the blank panel on the LA TAC was provided and is summarized/countered as follows:

- 1) Not all VFR charts have a blank panel to contain the new information.
Suggesting the blank panel is but one example of a possible format - that the information is disseminated is the important matter.
- 2) Assertion that change data is provided on navigation publications on some FAA publications and all non-FAA publications was considered inaccurate.

Change notification provided on FAA navigation publications:

(a) *Airport/Facility Directory - "New or Changed Information - to alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data."*

(b) *Instrument charts/approach plates - none*

Change notification provided on non-FAA navigation publications:

(a) *California Guide to Airports - "change line" shows what has been changed and the date of the revision. A slash (/) is used to differentiate between the two airports on each page. The change data appearing before the slash refers to the airport at the top of the page.*

(b) *Jeppesen - Low altitude enroute chart contains change data near the fold of the chart on the title panel. As an example, the syntax of a chart change made in 2001: Santa Ana, Calif El Toro/NZJ VOR Ident changed to ELB. The same change was shown on the A1/A2 chart (the IFR equivalent of the TAC) in the margin at the bottom of the chart: CHANGES: ElToro, Calif VORTAC converted to VOR and Ident changed to ELB. Similarly, changes to Jeppesen approach plates are shown in the lower margin.*

(c) *Flight Guide - Changes are noted on the bottom of the changed airport diagram pages, right justified. An example of the language of the change on the last LGB airport diagram: "change: Elevation, PAPI Rwy 25L, Taxiways, Hangars, FBOs 08-06."*

cont. on page 2

NEW WEBSITE FOR AIRSPACE ISSUES

For pilots who are interested in keeping abreast of airspace issues in southern California, take a look at www.scauwg.org (Southern California Airspace Users Working Group). This forum, presently under development, is being developed under the auspices of Southern California Airspace Users Work Group -- Education Committee.. It is intended that the forum will be used as a communication platform to discuss the various issues of flying in the UNIQUE airspace that makes up the Southern California basin.

GOOD NEWS: FAA EXTENDS FIRST, THIRD CLASS MEDICALS By AOPA ePublishing staff

Pilots under age 40 can save a trip to the AME. On July 24, the FAA extended the duration of third class medicals from 36 calendar months to 60 calendar months (five years) and first class medicals from six calendar months to 12 calendar months for pilots under age 40. "This is welcome news for the GA industry," said AOPA President Phil Boyer. "AOPA supported the FAA's move that makes it easier and more affordable for younger pilots to fly." Current and expired medical certificates are grandfathered under this rule.

CLASSROOM CORNER HANK SMITH

"He that would perfect his work must first sharpen his tools". Confucius

Are you prepared to fly? Many hours of instruction are devoted to that question. We are taught to: Check the weather for a hostile or friendly flight environment; Pre-flight our airplane in preparation for flight; and pre-flight ourselves to insure we are healthy and physically fit for flight. But, the one area critical to successful safe flight is given little attention. Are we mentally and emotionally prepared for flight? The answer to that question is an almost universal assumption . . . "Oh sure." Every day we read or



**HANK
SMITH'S
CLASSROOM
CORNER**

hear about pedestrians who, absent- mindedly step into traffic with tragic results. What were they thinking? They weren't - at least not at that moment. It happens so often that we have a term for it: "Day Dreaming." Piloting an airplane is a sedentary activity. You may sit almost motionless for hours at a time, your only activity? Thinking. During these times it is very easy to slip into daydreaming or be distracted by personal or business problems. I think of this condition as "passive" thinking. (Kind of, like, letting my brain rest). The problem here is that while we're in passive mode, the airplane and the rest of the world around us is in Active mode. (Oooops - Where did that plane come from)? Training books and the experts can show us how to employ active thinking. Getting into and remaining in active thinking is driven by our attitudes, which is a very personal activity. Although, I am not offering easy answers, my purpose is to identify the problem, which, as my old mentor used to say, "makes it 90% solved."

On a lighter note: If you are under 40 years old - Your third class medical is now valid for 60 months, yes, 5 years. First class medicals were also extended to 12 months.

"If God had really intended men to fly, he'd make it easier to get to the airport." George Winters

See you at the airport.....Hank

ACCOMPLISHMENTS

TRAVIS TYLER	SOLO	C172	CFI JACK BASHFORD
ALEX ORLALE	SOLO	C152	CFI RYAN DAVIS
SHANE PAREDES	SOLO	C172	CFI PAUL RAYMOND
PAUL LU	PRIVATE	C152	CFI CODY PIERCE
ANDREW BECHTOL	PRIVATE	C172	CFI JACK BASHFORD
TYLER DOKKEN	PRIVATE	C152	CFI MIKE SEYMOUR
CHARLIE SON	INSTRUMENT	C152	CFI CODY PIERCE
ANGELA YOON	INSTRUMENT	WARRIOR	CFI RICHARD GARNETT
ANDRE LEJCZAK	COMMERCIAL	C172RG	CFI RICHARD GARNETT
ANDRE LEJCZAK	COMM MULTI	SEMINOLE	CFI RICHARD GARNETT
YUN TAEK NA	COMM MULTI	SEMINOLE	CFI JAESEONG OH

NEW & REJOINED CLUB PILOTS! WELCOME!



- DAN MIKKELSEN
- MARK RADFORD
- JOHN LEAKS
- MINKI KWON
- GILBERT PUNSALAN
- ANDREW VAUGHT
- MARKUS CERNY
- GAUTAM GUPTA
- PETER MORRIS
- ALLISON MAGINN
- STEFAN WEINBERG



CONGRATS to PAUL RAYMOND, top CLUB CFI for July, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and DANIEL SANTOS!

TOP GUN AWARD goes to YUN TAEK TAK for logging the most flight hours in club aircraft in July. Runners-up were ANDREJ LEJCZAK and JARUWAT KHAMSOOK!!!

(Cont. from Page 1) 3) NACO lacks resources to compile the change data. Also, if one chart gets changed, then all charts have to be changed.

Jack Kenton, Co-chair of the local Airspace Users Working Group, has stated, "The FAA historically has said words to the effect that 'it's always been done this way' and therefore it can't change things. In today's computer world, we know that all of the chart changes have to be on a computer record somewhere and the only issue is to find a space on the Sectional or TAC to list those changes.

4) NACO philosophy has always been for pilots to treat a chart as if it were the first time viewing it. Jeppesen expects pilots to review the entire chart even though they highlight changes in general terms. FARs require pilots to review all available information before a flight.

For a chart as complex as the LA TAC chart, the expectation that flight planning for pilots includes a complete analysis of the TAC chart is unrealistic and prohibitively onerous. A panel-by-panel analysis, expired chart versus new chart, takes about 4 hours by an ATP pilot with substantial experience in the Los Angeles basin. Jeppesen's philosophy of providing highlighted changes is realistic. A table of recent revisions would assist pilots to review the chart.

5) Major changes to the charts are already published in the Chart Bulletin section of the Airport/Facility Directory.

The purpose of the Chart Bulletin Section of the A/FD is to provide a list of changes that have occurred since the last publication cycle. When the change is made to the chart, the itemization is dropped from the A/FD. Any changes with an effective date the same as the chart publication date are not itemized and are simply added to the chart.

Fly happy, fly safe

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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 for the help with this newsletter!

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

EMAILED: Dear Candy, Richard and Sue, Hi, thanks for the LBFC Newsletter that is so promptly dispatched every month by you. I do keenly await it every month. It's a pleasure to see my Instructor Richard Garnett's name every so often as the top club CFI to log the max dual flying hours. It's a great job he's doing, passing on his knowledge and skills to so many young student pilots. Wishing you all the very best. With warm regards, Sunil Tandon.

Future pilot Ella Reese Perrigou checks in: "If I haven't had the chance to visit with you recently here I am - one year old. I am busy leaning all about the world around me. My best skill is talking. My very first word was hi. I also say wow, uh oh, bye, the letters: A, B, E and I. I am almost walking and am sure to be in full stride soon. Books, the park, Daddy, Mommy and Elmo always make me smile. Hope everybody is having a great summer! Ella" Happy birthday, Ella!

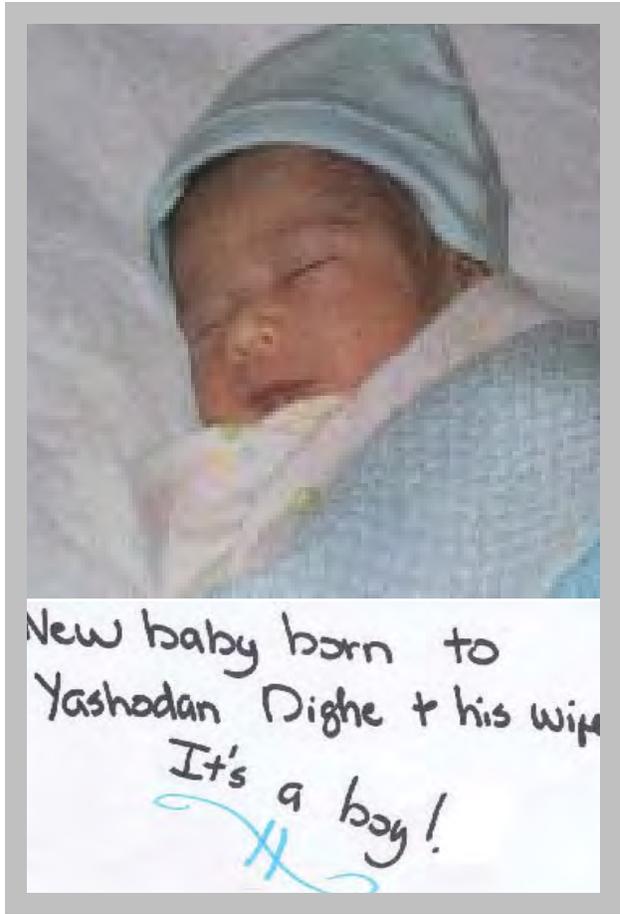
CONGRATULATIONS to the Danny Green family on the birth of their daughter, Ruby Louise Lemon Green, weighing 5 pounds 10 ounces and topping out at 17 ¾ inches!

CALENDAR	Aug 20	Flabob Airport - 3rd Saturday Aircraft Displays & Car 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.
	Sep 6	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
	Sep 7	Santa Paula - 1st Sunday of each month, Antique cars Planes Hangers, Museum.
	Sep 27-28	USAF Thunderbirds aerial demonstration. Salinas, Ca.
	Oct 29:	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 October!



HAPPY AUGUST BIRTHDAYS

- KEVIN APEL
- JACK BASHFORD
- WALTER A. COHN
- DOUG CRIPPS
- JEFF DASH
- RYAN DAVIS
- HIRAN FERNANDO
- GREGORY FOO
- NIKOLAS GAVALAS
- DANIEL GREEN
- DEAN HALL
- MARK HILSTAD
- ROBERT JACOBSON
- MICHAEL LINDSAY
- DAVID LOCKE
- WILLIAM LYNCH
- KEVIN MC COPPIN
- FRANK MYCROFT
- HAJIME NAKAMURA
- BRUCE NETTLES
- ADAM NORBERG
- REED NOVISOFF
- JASON OCHOA
- MICHAEL POUND
- FRANK REINMILLER
- SHANE SELLERS
- ROSS THOMAS
- PAUL C. TURNER
- DANILO VUKOVIC
- and
- MICHAEL WEISENBURGER



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There are three ways to obtain the gift of flight:

1. Stop by and pick up a gift certificate during our office hours (8:30 am to 4:30 pm daily). You can purchase accessories to go with the gift certificate such as a visor, aviation mug or LBFC logo shirt.
2. We can send you a preprinted gift certificate for any denomination you wish -- just give us a call! We'll charge your credit card and get the gift certificate in the next out-going mail.
3. We can email you a gift certificate. Send us or call us with a credit card number to activate it for any denomination you wish. You will be given a Gift Certificate number to fill in at the bottom of your printout.

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