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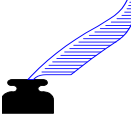
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DECEMBER 2008 NEWSLETTER **MERRY CHRISTMAS!!** **EDITOR CANDY ROBINSON**

EDITORIAL



WHAT'S UP? HAPPY HOLIDAYS FROM ALL OF US AT LONG BEACH FLYING CLUB!

Recently there has been an increase of strange occurrences involving our airport and the airspace nearby. No, we're not referring to early sightings of Santa and his reindeer. Santa will be here soon enough! Regrettably, the airwaves have been hopping with news of several Class B intrusions and Long Beach runway incursions. The only thing that the events have in common is that the pilots of the errant aircraft were experienced enough to know better!

So many of the airspace problems involved the Mini Route Class B transition that we were in jeopardy of losing the route all together. Simultaneously, here at LGB, there have been several problems with aircraft westbound on Juliett failing to stop at Delta for departure and proceeding onto Runway 30 without a clearance.

This month, we have included some information about both of these situations. Please help make sure your name doesn't get added to the list of pilots going through remedial training ... or worse! Situational awareness is foremost; preparation is the key. Fly friendly, fly safe!

LONG BEACH ATCT LETTER TO AIRMEN NO. 08-01 SUBJECT: Construction on Taxiway Kilo

Commencing Monday, October 27, 2008 and lasting for approximately 12 months, construction activities will result in the closure of Taxiway Kilo between Runway 30 East to Taxiway Charlie. This closure will include the primary runway exit points south of Runway 25R/7L at Taxiways Kilo 1, Kilo 2 and Kilo 3.

- * Runway exiting instructions and/or assigned taxi routes to arriving/departing aircraft may vary due to conflicting ground operations/restrictions so particular attention must be paid to all ATC instructions. Ensure you understand the taxi instructions before starting to taxi and if in doubt ask for clarification or progressive taxi instructions.
- * Training flights, practice approaches, etc may be impacted during certain hours.
- * Use caution for personnel and equipment crossing the active portions of Taxiway Kilo. Ground personnel will be stationed at key locations to direct vehicles and personnel crossing the taxiway.
- * All pilots are requested to see current NOTAMs for updates.

To ensure safety and minimize disruptions to aircraft operations, pilots should familiarize themselves with the anticipated changes to operations and the revised ATC procedures you may encounter as described below:

- * Due to the closure of portions of Taxiway Kilo, East of Runway 30, all aircraft operating on Runway 25R are requested to notify Long Beach Tower as soon as possible if they will be making a full stop.
- * Aircraft landing on Runway 25R should expect a clearance to land long (to expeditiously cross RWY 30) or to land and hold short of Runway 30 until tower issues instructions to cross Runway 30. Runway 25R hold short point for Runway 12/30 provides an available distance of 3,400 feet.
- * Pilots are not authorized to exit a runway onto another runway without ATC approval. Pilots will typically NOT be authorized to turn left on Runway 16R due to its close proximity to Runway 30 and absence of appropriate hold short markings for Runway 30.
- * Aircraft intending to make full stop landing may be cleared to land Runway 25L regardless of their destination on the airport.
- * Aircraft sequenced in the Runway 25R pattern must be vigilant for go-around instructions issued due to traffic on Runway 25R awaiting clearance to exit.
- * The go-around instructions may be modified with an early crosswind turn prior to Runway 30 for traffic departing or arriving on Runway 30.
- * Helicopter and airship operations will be affected due to the closure of Helipads 3, 4 and the North Mooring site for construction equipment/supply staging area.

If you have any questions, please contact Ramin Panahi at 714-668-0141.

CLASS B TRANSITIONS --SFRA or MINI ROUTE By Al German, Southern California Airspace Users Working Group

The question frequently asked is when should I use the SFRA and or the MINI ROUTE? What are my options? Depends on location of departure and destination airports, type of aircraft (climb performance) and weather. If it's VFR, your aircraft has the required equipment, and you are rated in the aircraft you can proceed by either route .

Departing from FUL, LGB or SNA, headed for northern CA airport, most GA aircraft can climb to 4,500 ft in time to use the SFRA. That would be the typical route. If your departure airport is TOA, HHR or CPM, closer to LAX, and your normal climb rate will not make it to 4,500 ft in time, then the MINI ROUTE may be the obvious choice.

(See page 2)

O COME ALL YE PILOTS! MERRY CHRISTMAS HOLIDAY BUFFET

Club pilots, family and friends are all invited to the Long Beach Flying Club & Flight Academy Christmas party on Friday, December 19th from 1:00 PM to 3:00 PM! We'll have all sorts of holiday treats! If you'd like to bring a dish for the potluck, call the club to get on the signup sheet. Come one, come all!



**HANK SMITH'S
CLASSROOM
CORNER**

CLASSROOM CORNER HANK SMITH

If all the world is a stage, where is the audience sitting? (Unknown)

Congratulations to TOM YOCKY and to PRATIK POWAR. They are our newest Private Pilot Ground School Graduates!! Kudos are also in order for STEVE LISSMANN and JEFF DVONCH, both long time pilots, who returned to ground school to beef up their Pilot Knowledge. Great job, guys.

Just a reminder – Private Pilot Ground School meets every Tuesday and Thursday evening at 1830hrs. Students, you can join almost anytime. Pilots, you are welcome to sit in and refresh the subject of your choice for only \$10 bucks a night. The class calendar is posted on the “Classroom” bulletin board. Better yet – Pop into my office and I’ll give you your very own class schedule.

HAPPY HOLIDAYS - FROM THE ENTIRE "CLASSROOM" STAFF Hank (562) 424-2288

ACCOMPLISHMENTS

Andrew Hood	Solo	C-152	CFI Paul Raymond
Luis Pena	Private	C-152	CFI Richard Garnett
Gautam Gupta	Private	C-152	CFI Daniel Santos
Jaruwat Khamsook	Multi Com	Seminole	CFI Ryan Davis
Martin Croft	Multi Com	Seminole	CFI Dale Choppin
Kuen Hong	Multi Com	Seminole	CFI Daniel Santos
Rick Sharp	CFI	C-172RG	CFI Cody Pierce



CONGRATS to DANIEL SANTOS, top CLUB CFI for November, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and RYAN DAVIS!
 TOP GUN AWARD goes to MARTIN CROFT for logging the most flight hours in club aircraft in November. Runners-up were JESS D'COSTA and AXEL KOLLESBERGER!!!

REVIEW OF THE HOLIDAY AND WINTER OFFICE HOURS

8:30 AM to 1:30 PM Wednesday, December 24, 2008 Christmas Eve

Closed Thursday, December 25, 2008 Christmas Day

8:30 AM to 1:30 PM Wednesday, December 31, 2008 New Year's Eve

Closed Thursday, January 1, 2009 New Year's Day

(Cont. from Page 1)

Transiting southbound through the Class-B, similar options determine the choice of route. If your destination were SMO, the 2,500 ft MINI ROUTE might be better choice, because the SFRA at 4500 ft would require a steep descent. However, SMO has published a slick brochure with departure and approach procedures when transiting the SFRA.

The SFRA (previously called the "corridor") is the original hole in the LAX "TCA" (Class-B). As a result more pilots are familiar with the procedure, location and rules. Clearance is not required.

SFRA weather must be VFR per 91.155. No mention of SMO or HHR weather required. Therefore, if you can maintain VFR cloud clearance while inside the Class-B, SFRA route can be used when SMO and HHR are IFR. However, once clear of Class-B (just 2 miles wide), the weather requirements return to the standard cloud clearance. If required, slower aircraft can be passed on the right (within the boundaries). The west and east boundaries of the SFRA are defined by the shoreline and the freeway. Pilot to pilot frequency is available.

The MINI Route is a relatively new route. Clearance with LAX tower is required. At 2,500 ft you get a better view of large aircraft approaching to land. The MINI ROUTE weather requirements are specifically defined; both SMO and HHR must be VFR and. LAX must be reporting 3,000 ft and 3 miles. When departing the MINI ROUTE north or southbound at 2,500 ft, you enter SMO Class-D airspace at 2,700 ft or HHR Class-D at 2,500 and require communication with the ATC.

Both routes require navigation via the SMO VOR radial. Be aware, they are not the same radial. No boundaries are mentioned in the MINI ROUTE.

If you haven't used either procedure recently, read the information that's charted. It's hard to believe, but CFI's have been known to fly the MINI ROUTE without a clearance. It's all in the chart requirements! The choice is yours!

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!

CHRISTMAS GIFT IDEA -- give the gift of flight a Long Beach Flying Club gift certificate fits perfectly in that holiday stocking!

LOCK 'EM UP — Please make sure that your aircraft is locked after your flight. We recently had some avionics stolen so if you see someone with a hot pair of KX-155 nav/coms or a KMA-24 audio panel let us know and we'll prosecute!

SURVEY: If you haven't yet filled out your ATC survey, the tower will be coming by on December 19th to pick up the results. Give them your thoughts!



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Dec. 16: FAAS Team **CFI Workshop #1** -- FAA Safety Team (FAAS Team) CFI Workshops are planned in cycles consisting of one workshop per quarter for eight quarters (24 months.) Workshops include a module of instruction and a time period for CFIs and DPEs to interact, share ideas and learn from each other. A person who attends any FAAS Team CFI Workshop held in any location, will receive nationally recognized credit for that workshop. Participation in a complete and entire FAAS Team CFI Workshop cycle, including all required Core Topics, may be eligible for renewal of a non-expired CFI Certificate. First hour: CFI/DPE forum to discuss local training and safety issues with other instructors and pilots. Second hour: overview of the CFI Workshop project, learn about the FAAS Team and the automated WINGS Pilot Proficiency Program. Third hour: open forum, safety topics of local interest, brief presentation of recent accident and incident data for California. From 6:00 pm to 9:00 pm at John Wayne Airport Administration Building, 3160 Airway Road, Costa Mesa. Information: Kathleen O'Brien Powell, 562 420-1755, ext.165, kathleen.o'brien@faa.gov

Dec. 19: COME TO THE CLUB **CHRISTMAS HOLIDAY BUFFET!** -- 1:00 here at LBFC!

Jan 3, 2009: **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**

Jan. 4, 2009: Santa Paula - Aviation Museum of Santa Paula First Sunday **Open House and Vintage Aircraft Fly-In.** Contact: 805 525 1109 www.amszp.org.

Jan. 17, '09: Flabob Airport - 3rd Saturday **Aircraft Displays & Car Show.**

Jan. 28, 2009: 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!

NEW & REJOINED

CLUB PILOTS!
WELCOME!



EDUARDO AGUIRRE

JUDY ANDOE

YANGSUK CHO

JOSE CORDOVA

GLENN FIELDING

PETER HENDERSON

SAM HENDRICK

LILY IGE,

RON MASSEY

MERRITT MYLES

MICHAEL OLIVIERI

KENNETH PERERA

SATOSHI SAKAMAKI

CHRIS SCHULDES

CHIEN WANG



HAPPY
DECEMBER
BIRTHDAYS

Eduardo Burga

Nelson Ceron

Jonathan Choi

John Davis

Yogesh Dhotre

Duane Hinds

Wallace Kimbrough

Sang Wook Lee

Travis Maciel

Andy Markarian

Tomas Martinez

Dan Mikkelsen

Donald Myhra

Kihan Park

Jim Partin

Mark Pehrsen

Ronald Ramsawack

Fernando Scalini

Janet Schwartz

Maxim Senin

Seosamh Somers

Charlie Zabinski

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