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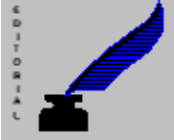
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AUGUST 2009

HAPPY AUGUST!

EDITOR CANDY ROBINSON



WHAT'S UP? OUR LABOR DAY PICNIC! Bring your family, friends, and neighbors to our BBQ at the club! It'll be fun hangar flying and hanging out for our end-of-the-summer bash! We'll have sandwiches, salads and hotdogs. There's a sign-up sheet if you'd like to bring your favorite summertime cuisine to share with fellow pilots! We hope to see you there! **WHAT ELSE IS UP?** (1) Runways 16L and 16R are open !!! So ASK for Rwy 16L/R & then tell a friend! (2) N67431 is up, with new avionics, new windshield and a new engine! (3) The AST300X simulator is up!

CHANGES IN THE NEW LOS ANGELES TERMINAL AREA CHART

The 59th Edition of the Los Angeles Terminal Area Chart (TAC) was published July 2, 2009 and is good until December 17, 2009. Here are some of the changes we have found ... (continued on page 2):

THE IMPORTANCE OF A WEATHER BRIEFING Submitted by Ryan Davis

Don't go without it, it will save your life, and oh yeah it's a regulation

Before each flight a pilot must become thoroughly familiar with all weather pertaining to their flight. As pilots we must become masters of weather. We need to know how to evaluate current circumstances, predict changes, and make that go no-go decision based on what weather data we have found.

Now with so many ways to gather weather information, the amount of choices can be overwhelming. The FAA would like us to become familiar with the weather for your flight, not completely confused with moisture stability charts, constant pressure analysis charts, central weather advisories, and a few others that we won't be using for a majority of our flights. I'm not suggesting that the information contained in these sources aren't important, I'm just stating that don't over saturate your weather briefing with information that doesn't affect your go no-go decision making ability.

Let's take a look at the weather briefing sequence when preparing for a flight in the vicinity of an airport. A good time to start preparing is 24 hours before the flight. Take a look at two forecasts; a terminal aerodrome forecast (TAF) and a prognostic chart. The TAF will give you forecasted conditions for your airport and those nearby. The website that I love looking at TAFs on is (http://www.weathermeister.com/free/index_old.jsp) . It is very user friendly in the sense that it color codes the good, marginal, bad, and very bad weather. It also translates the forecast into simplified wording.

Since this is a local flight, let's get TAFs for KLGB, KLAX, KSNA, KONT. These forecast will give us a good idea of trend information of weather in all direction from our departure airport. In the TAF you want to look at the trend, or in other words, is the weather getting better or worse. Our next forecast chart, the prognostic chart, will provide you an understanding of frontal movement and pressure system location. (<http://adds.aviationweather.noaa.gov/>) does a good job at displaying this weather chart. If a front is coming through you can bet there will be a change weather.

Now take a step ahead closer to your departure time. The next time you should check the weather will be a few hours prior to your flight. At this point you should be looking at the area forecast (FA) and the TAF again. The area forecast is easy way to get a snapshot of how the weather in general is behaving now and what it will do later (the outlook). Again turn back to the TAF to get the specifics for you airports of interest, because the FA will only provide general observations.

Alright, it's now flight time. Show up 15 minutes prior to your lesson/flight and put on your meteorologist thinking cap. At this point you still want to look at the FA, TAF, and prognostic information, but let's add a few more to your list. What I would look for are reasons not to fly at this point, if there aren't any, well let's go. We should now be looking at AIRMETs/SIGMETs, and PIREPs. AIRMETs and SIGMETs can be found on the NOAA website. Just visit <http://adds.aviationweather.gov> and click on the AIR/SIGMET tab. The AIR/SIGMETs are displayed in a graphical format for an easy to interpret version. Stay out of the colored parts, it's that easy. Also consider what color you're flying through. Is it yellow or red? Don't go at all. Is it green? You probably shouldn't bring passengers, or at least bring a sick bag. What about blue? This one's very important to IFR flying, and VFR to some degree. Purple or pink? Probably IFR only. For PIREPs, PIREPs are another way to get a first hand impression of what is actually going on out there. PIREPs can confirm what you see in the AIR/SIGMETs. They can give you the specifics you're looking for. For example, if you are surround by green, the PIREP can sometimes show the severity of the turbulence. When looking at PIREPs make sure you consider who's making the report. Light turbulence to a 747 is a lot different than light turbulence to a Cessna 152 heavy.

If when reading through this you are thinking to yourself "I already do all of this," well congratulations, if not, you're on a good start to paying more attention to your weather finding needs. Remember that this method is what I have found to be useful for my students and I. I have also added other weather reports to fit unusual circumstances when needed. Once again this should be at least a good start to gathering all the required weather information. On top of everything, keep it simple and to the point.

SANTA BARBARA FLY-IN Saturday September 5th (** note new date **) By Richard Garnett

Our last fly-in to Harris Ranch another great success! Though we only had two airplanes and four people attend, we all had a wonderful time. The weather was perfect VFR and smooth. Our dinner fantastic with some of the best steaks around!

Our next fly-in will be to Santa Barbara and the Beachside Bar Café. This café is short ½ mile walk from Santa Barbara airport. It is located right on the beach with great views of the ocean. For those who want to stay awhile, we can go for walk on the sand or get a car and explore Santa Barbara...

This fly-in is scheduled for Saturday, September 5th. We are planning to meet at 1:00 PM at the club and launch at 2:00 PM. The flight is approximately 1 hour each way. After lunch, everyone can explore as they wish and depart whenever it is convenient.

A sign-up sheet will be placed on the counter in our lobby. Any questions, call Richard Garnett - 714.328.4386

CLASSROOM CORNER HANK SMITH

Albert Einstein is credited with the quote: "Everything should be made as simple as possible, but not simpler."

It occurs to me that he may have been the un-official originator of the K.I.S.S. formula. (Keep it Simple Students). Let's see how that works for us pilots.

You are at 3000 feet above the Queen Mary. (A display ship permanently moored in Long Beach Harbor, five nautical miles south of Long Beach Airport). - Your Engine Quits!! - Now is NOT the time to turn to your buddy and say... " 'Scuse me, Orville, but, could you reach into the back seat and grab the Approved Flight Manual, and flip through to Chapter 3 (Emergency Procedures)? I need to calculate how far we can glide from here so the tower knows where to send the ambulance." (Busy, Busy, Busy- Rush, Rush, Rush. Much to do-and little time to do it.)



**HANK
SMITH'S
CLASSROOM
CORNER**

Instead... You could have simplified your life by employing a sometimes-overlooked rule - "Learn it before you need it"... By studying the "emergency glide-chart", at your leisure - before you flew the airplane - you could have simplified a glide distance of 18 miles from 12,000 feet to an average of 1.5 miles per thousand feet. And now, during an emergency this simplification will free up your mind to make some very important decisions in the next few minutes. Here's one... 3000 feet = 4.5 nautical miles. Don't head for the airport!! And don't forget to tell Orville, "You ain't never seen the harbor like this before."

Speaking of "Learn it before you need it".. What's happening at the Classroom Corner?

- Continuous Private Pilot Ground School is meeting Tuesday/Thursday evenings 1830-2130 hrs.
- Instrument Rating Ground School is meeting Monday/Wednesday evenings 1830-2130 hrs.
- Aircraft Dispatcher Course is slated to begin Saturday, September 05, 2009

I am available, by appointment, for "Pre-Check Ride Evaluations for all levels. I've been known to Tutor-A-Bit, now and then. *Keep It Simple*.....*Hank*

ACCOMPLISHMENTS

RYAN ROBINSON	SOLO	WARRIOR	CFI CODY PIERCE
TRAVIS TYLER	PRIVATE	C-172	CFI JACK BASHFORD
SARAH WALTER	PRIVATE	C-152	CFI TOMAS MARTINEZ
GAUTAM GUPTA	INSTRUMENT	C-152	CFI RICHARD GARNETT
KEN PERERA	INSTRUMENT	C-152	CFI RICHARD GARNETT
JESSE ORELLANA	INSTRUMENT	C-152	CFI CODY PIERCE
CHANG MIN SON	COMMERCIAL	C-172RG	CFI DAVID KIM
BEN DAVENPORT	COMM MULTI	SEMINOLE	CFI CODY PIERCE
TOMASZ WNUK	MULTI PVT	SEMINOLE	CFI DANIEL SANTOS
YOUNG JIN HEO	MULTI COMM	SEMINOLE	CFI DAVID KIM
MINKI KWON	MULTI COMM	SEMINOLE	CFI DAVID KIM
DEVENDRA SASNE	CFII	WARRIOR	CFI RICHARD GARNETT

CONGRATS to RICHARD GARNETT, top CLUB CFI for July, logging the most hours of dual given in club aircraft! Runners-up were CODY PIERCE and PAUL RAYMOND!
 TOP GUN AWARD goes to PRATIK PAWAR for logging the most flight hours in club aircraft in July. Runners-up were KENNETH PERERA and YOUNG JIN HEO!!!
 Super congratulations to MIKE FORD and RICHARD GARNETT on their successful Part 141 checkrides with the FAA to qualify as Chief Instructor and Assistant Chief Instructor for the Private, Instrument and Commercial programs.



- The 56th Edition of the LA TAC inadvertently demoted the Redlands and Blockhouse practice areas from "Aerobatic Training" to "Intensive Flight Training." Both areas needed to provide caution notes about aerobatic trianing. Redlands practice area now reads, "CAUTION; AEROBATIC TRAINING; 123.3 BELOW 7500'; SEE A/FD SPECIAL NOTICES; REDLANDS" and the Blockhouse practice area now reads: CAUTION; AEROBATIC TRAINING; 123.5 BELOW 4500'; BLOCKHOUSE." Changes were made to both the navigation side of the chart and the flyways side of the chart.
- A parachute jump zone symbol near Camarillo (CMA) was added on both the navigation side of the chart and the flyways side of the chart.
- Offshore LAX (LAX 230 degree/8 NM) the wording of a caution note was slightly changed and the font reduced in size, now shown as, "Caution: Intense Helicopter ops below 2000' AGL in LA Basin. All pilots transitioning the area at or below 2000' AGL are encouraged to make regular position reports on 123.025." Caution note is only found on navigation side of chart.
- Caution notes, "IN THE LA BASIN PILOTS ARE; REQUESTED TO MONITOR 123.025" have been added in three places on both sides of the chart: (a) LAX 260 degree/17 NM under 2000' Class B floor, (b) LAX 190 degree/14 NM 5000' Class B floor, (c) LAX 130 degree/21 NM, split between 7000 and 8000' Class B floor.
- On the waypoints panel of the chart, the geographical center of the "Disneyland TFR" was updated from "067 degree radial at 6.7 nautical miles" to "066 degree radial at 6.8 nautical miles."
- The chart panel with the LA Special Flight Rules (SFAR) graphic was updated: (a) the altitude and lateral limits of the SFAR were printer in bolder font, and (b) a notice has been added: "While navigating on the SMO 132° radial, comply with Sec. 91.113(f) when overtaking another aircraft, remaining between San Diego Fwy and Pacific Ocean shoreline."
- Near Century City on the nav side of the chart, the Hi-Rise VFR checkpoint has grown from 605' to 817' MSL.
- New obstruction/building symbol has been added for Compton (CPM) on the navigation side of the chart on short final for 25L/25R at 421 MSL (348 AGL).
- Airport symbol and wording for "El Toro MCAS (Closed)" has been replaced with symbols for VOR/DME and abandoned airport. Changes were made on both sides of the chart.
- CTAF frequency for San Bernardino International Airport was changed from 122.975 to 119.45 on the navigation side of the chart.
- Position of Riverside VOR was changed on the airport symbol from northwest of the runway intersection to southwest of the intersection on both the navigation side of the chart and the flyways side of the chart..

See any other changes on the LA TAC chart? Let us know!

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

Attention all pilots!!! Please avoid the Hollywood Bowl and the John Anson Ford Amphitheater (Cahuenga Pass) when the white search lights are on between June 7, 2009 and October 3, 2009 from 6 pm to 12 midnight.

IN-BASKET: I am still working for American Eagle, based at LAX, and am now flying the ERJ (they parked all the Saabs in Nov). With no movement in the industry it's a long sit in the right seat (going on 6 years for me. Robert Santos is several years more and 24 numbers above me - in LA). LA is a very senior base so movement here will take even longer. I'm still enjoying myself though, it has to be a state of mind otherwise you could really get frustrated. A few days ago I was flying to Roswell, NM to repo a plane; Greg Steubs and I were sharing and comparing our experiences and both are grateful for our time at LBFC. Just thought I'd pass that along, many of us thank you for the positive experience there. Take Care, Kimberly Harding-Stewart, CFI LBFC 2000-2004.

CALIFORNIA	Aug 26:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for inspiration and education!
	Sep 5:	Fly-In to the Beachside Bar Café in SBA. Meet at 1:00 PM at the club, launch at 2:00 PM. Contact: Richard 714.328.4386.
	Sep 5:	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 6:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org.
	Sep 7:	Labor Day Picnic BBQ at the club from 1:00 to 3:00. Everybody is welcome!
	Sep 19:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org.
	Sep 19-20:	Reno Air Races , Nevada. USN Blue Angels will be performing, www.blueangels.navy.mil
	Oct 2-4:	USN Blue Angels, Canadian Snowbirds MCAS Miramar, CA, www.blueangels.navy.mil.
	Oct 28:	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!

NEW & REJOINED CLUB PILOTS! WELCOME!



- DAYNE BRAINE
- CHRISTOPHER CHADWICK
- JOE DEL RIO
- RUBEN DELA ROSA
- BILL HOGAN
- JUNG SOO KIM
- STEVEN LEE
- JIM LINDBERG
- PAUL LOPEZ
- SAM MALEK
- MATT MOSCHNER
- LENINBABU PAKKIRISAMY
- RENE PERRIGOUÉ
- RYAN PULLEY
- CARLOS ROSSIL
- MICHAEL SIMS
- CHANGMIN SON
- JENNIFER VIVERO
- DAVID VOGT
- TOMASZ WNUK



HAPPY AUGUST BIRTHDAYS

- JOHN ALVAREZ
- KEVIN APEL
- JACK BASHFORD
- WALTER A. COHN
- STEVEN CONAWAY
- DOUG CRIPPS
- JEFF DASH
- RYAN DAVIS
- BRIAN DENOUDEN
- HIRAN C. FERNANDO
- ARMANDO FLORES
- EDGAR FLORES
- DANIEL GREEN
- DEAN HALL
- MARK R. HILSTAD
- ROBERT JACOBSON
- ANDREW JOHNSON
- FATHI KARBOUG
- MICHAEL LINDSAY
- DAVID LOCKE
- JAMES LOISCH
- WILLIAM LYNCH
- FRANK MYCROFT
- HAJIME NAKAMURA
- BRUCE NETTLES
- ADAM NORBERG
- REED NOVISOFF
- JASON OCHOA
- GIANGIACOMO PALOMBO
- PRATIK RAMESH PAWAR
- FRANK REINMILLER
- IVAN SAPELNIKOV
- ROSS THOMAS
- ENRIQUE VERA
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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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