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ever

# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



*Teaching the world to fly!  
With all the aircraft you need from the first flight hour to an airline job and everything in between!*

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**JANUARY 2010**

**HAPPY NEW YEAR!!**

**EDITOR CANDY ROBINSON**

## 2009 WAS A BUSY YEAR!

Last year Long Beach Flying Club, Flight Academy and Air Charter flew nearly 10,000 hours! Reported to the front desk: 25 students accomplished their first solo flight, 25 students received their private pilots licenses, 15 achieved an instrument rating, two added a multiengine rating to their private license, 20 achieved a commercial license (five single-engine and 15 multi-engine), There were two pilots who achieved their CFI rating, three pilots earned their CFII rating, one pilot attained an MEI rating and one pilot achieved the ATP rating. One CFI passed a CFI renewal checkride and two flight instructors reported their APT checkrides.

CONGRATULATIONS to RICHARD GARNETT, top CLUB CFI for 2009, logging the most hours of dual given in club aircraft for the entire year! Runner-ups were CODY PIERCE and RYAN DAVIS!

TOP GUN AWARD goes to YOUNG JIN HEO for logging the most flight hours renting club aircraft in 2009! Runners-up were PRATIK PAWAR and MINKI KWON!

All our flight instructors and pilots were very, very busy in 2009 and we look forward to a busy year 2010!

## AIRPORT SECURITY / LBPD/ TSA

On January 8, 2010, LGB began enforcement of TSA Security Mandate 1542-04-08G. What this means to LGB-based pilots:

1. Persons with airfield access at the Long Beach Airport (except renter pilots and transient pilots) need to be prepared to identify themselves with an Airport issued identification badge.
2. The badge does not need to be worn externally. You will be stopped and asked to show your badge. At the present time Long Beach Police Department, Airport Security Officers and TSA representatives patrol the airport. ANY ONE OF THESE OFFICERS may approach you, whether on our ramp, aircraft tiedown area or on the pedestrian walkway to the west end tiedowns. These officers may or may not be in uniform and may or may not be in officially marked vehicles.
3. Flight instructors acting as renter pilots are not required to be badged – flight instructors acting as renter pilots need to be prepared to answer the request/demand for identification by stating they are Renter Pilots.
4. You are not required to show your pilot license except to an FAA official who will have FAA identification externally displayed. Pilots without badges will be counseled, escorted off the airport or written up by TSA. We're not yet sure what the new procedures will be at this time. As a private citizen I am not allowed to access the contents of TSA Security Mandate 1542-04-08G; however as more information becomes available about how it will be affecting our aviation livelihoods, I will be passing it along to you.

To obtain the forms or for more information, contact: Steve Klinger, Access Control Specialist, Long Beach Airport, 562-570-2618.

## SAVE THOUSANDS ON FLIGHT TRAINING (PART 5 OF 6) BY RYAN DAVIS

The written test. Preparation for the exam should start prior to your first lesson. The sooner you can complete this exam the better. By getting a good start on the written exam before or during the early stages of your training will allow you to advance in the ground sessions at an alarming rate. Yes, some of the material in the written will be over your head, but just skip the hard stuff. The goal behind starting the written test early is not to become a master of all the material, but more so to be introduced to what you will be learning about in the upcoming months of your training. When you come across questions or topics that just don't make sense, note them down and bring them up during ground lessons. This gives your instructor an easy way to target your weak areas.

There are many companies that publish written test prep study guides, but out of all the companies, I have found that Gliem provides the best one. Gliem provides a software version of the exam prep which allows you to keep track of you scores and take practices exams. You really should be using this as your study guide. On average there are about 12 sections for each exam (private, instrument, commercial), which means if you are to complete the exam prior to your solo cross country (about the 30th lesson) you must complete one section for each two lessons. For the instrument rating, you should be ready for the exam before the IFR cross countries which also happens around the 30th lesson. For the commercial you should be ready to take the exam prior to your first lesson. In order to study the written efficiently you must spread it out, instead of cramming the night before. Yes, I don't have any doubt that you can memorize all the answers, but you are learning this stuff so that you can become a better pilot, and not just to get a

See page 2

## CLASSROOM CORNER . . . . . HANK SMITH

### Quick... What is your MSA? "Huh"? What is your Minimum Safe Altitude?

"Oh", you say, "That's 1000 feet over communities and 500 feet above 'people, places and things' in rural areas." Virtually every current pilot in the continental United States could quote these numbers from FAR 91.119, (titled – Minimum Safe Altitude). But, that was not my question. Let me rephrase.... What is your Minimum Safe Altitude? "Cheap shot." You say, "Your question was not clear and concise." You've made my point – If you're taking a written test, you can expect clear, concise questions. However, in "Flying Life 101"- Information will come to you as Headlines – Subtext –and Applied knowledge, and, as PILOT IN COMMAND, you must sift through the facts to choose a proper course of action. For Instance: In FAR 91.119, the Headline is the numbers above; the Subtext is the regulation's 'intent statement' – "You must fly at an altitude that will permit glide to a safe landing." And; The Applied Knowledge that you bring to this situation is your awareness that this airplane will (power-off, emergency) glide approximately one and one half miles forward for each 1000 feet above ground. That means that you will be "glide safe" if you retain your pattern altitude on final approach until you are close enough to make the runway without power. This leads to our next in a never ending series of decisions. (Headline= Ooops, the VASI now reads white over white, implying that you are too high. Subtext= "You must fly at or above the glide slope." Applied Knowledge = I'm not too high- I'm safely above the minimum approach path. I live almost two miles east of runway 25R (Long Beach). Day after day I see airplanes approaching at the "minimum" glide path. I can only assume they have relinquished their thinking, deciding, Pilot in Command status. It is just a matter of time before I will read some pilot's name in the newspaper. In my mind, anonymity and longevity are also hallmarks of a safe pilot.



**HANK  
SMITH'S  
CLASSROOM  
CORNER**

My office is on Long Beach Airport. Come on by – let's talk about flying and safety. One last thing – Our new Private Pilot Ground School begins Tuesday evening, February 2nd.

I'll see Ya here . . . . . **Hank (562) 424-2288**



ACCOMPLISHMENTS			
CHIP BALDONI	First Solo	C-152	DANIEL GREEN
RONALD LEE	First Solo	C-152	CODY PIERCE
DEAN HALL	Private	C-172	RYAN DAVIS
JESSE ORELLANA	Commercial Single	C-152	CODY PIERCE
YOGESH DHOTRE	Commercial Multi	Seminole	CODY PIERCE
BRYAN WALLACE	Commercial Multi	Seminole	DANIEL GREEN

CONGRATS to DAVID KIM, top CLUB CFI for December, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and RYAN DAVIS! TOP GUN AWARD goes to JUNGKU LEE for logging the most flight hours in club aircraft in December. Runners-up were JUNG KIM and KI MEONG KIM!!!

**SAVE THOUSANDS** (from page 1) good score. The way you become a better pilot is by taking your time with the written, letting all the material sink in, and frequently reviewing it with your instructor.

Fly often. By flying at least twice a week makes you a more proficient pilot. Flying once a week is just not enough. There's just too much "life things" happening between lessons. Those who fly two or more times a week will have greater retention, will have more enthusiasm, will progress faster, and will be richer at the end of their flight training. Ok, I know that some of you are working two jobs, taking over 15 units a semester, playing sports at least 10 hours a week, participating in volunteering 5 hours a week, and taking music lessons, all on top of flying, which might make flying twice a week a little too much and I understand that because I was in the same situation throughout my training. If you fly once a week, just make sure you are continuously involved with your aviation studies by utilizing the simulator, reading the textbook, and studying for the written.

To conclude this series of articles, next month I will talk about the best way to get ahead in aviation. It will cost you nothing. All you have to do is probably spend five minutes a day (at the most) working at it.

Ryan Davis (CFI / CFII / MEI)

cfi-training.com, yourflightinstructor.com, acceleratedflightacademy.com, (949) 412-3241

**FROM THE LOGBOOK: HEARD THE LATEST NEGATIVE FAA SAYING?  
WE'RE NOT HAPPY UNTIL YOU'RE NOT HAPPY**

Have you ever wanted to smile really big and say this to an inspector just before he started his inspection or your check ride? I really hope that you didn't.

I have been involved in aviation long enough to remember a time when that statement rang true, but I believe that a lot of positive changes have taken place in the last few years. I have been a volunteer in the various Federal Aviation Administration sponsored safety programs for over 20 years and have seen education get in the left seat and enforcement placed in the jump seat. This is a great advancement for all of us that fly, no matter the level or certification.

The changes that we saw take place after 9/11 coupled with an FAA that sincerely believed that enforcement would make you a better pilot had to have a turning point. The change that took place was that the aviation community was made keenly aware that education linked to the knowledge that enforcement was available to those that needed or demanded strict attention to the problems they presented has been working. Also, the cut backs that our government has had to make because of budget constraints meant a leaner FAA to handle all the complaints.

Inspectors actually have a pretty tough job when you look at the work they perform. What we really have are about 50,000 people in the FAA trying hard to police 500,000 or more aviators who need constant help and attention. A quick visit to your local office will confirm the activity that I describe. They are at half staff at best in most offices. Every airplane that flies has someone that is responsible for it in some way, Airworthiness, Maintenance, Education, Research and Development, and if nothing else, random paperwork.

The FAA is full of thankless jobs and dedicated professionals who devote their entire careers to producing a better and safer aviation community. We actually do very little to help them in this project. What a chance to make a contribution. You can fly safer, understand the rules and follow them, be respectful of the authority, attend the safety meetings offered, volunteer for the FAA projects offered, or take a close look at what employment is currently being offered by the government and see if your time would be beneficial to them.

They pay a competitive salary, offer full benefits, and the work is interesting if you are in this industry. Want to see what is actually being offered and what is available in your own general area? Get on your computer and dial in www.faa.gov and pull up careers and jobs.

Whatever you decide to do, be nice in your approach. We are all chasing after the same goal, AVIATION SAFETY!

James E. (Jim) Trusty, ATP/CFI/AGI/IGI, LRN2FLY@BELLSOUTH.NET, WWW.JIMTRUSTYCFI.COM,  
FAA National Certificated Flight Instructor of the Year,  
FAA Regional Aviation Safety Counselor of the Year

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**NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, JAMES TRUSTY and RYAN DAVIS for the help with this newsletter!

MERRY CHRISTMAS HOLIDAY BUFFET -- Club pilots, family and friends turned out for our great Christmas party -- thanks to all who brought their favorite treats to share! A special thank you to Willie Ford for the Christmas caroling!

**NEW & REJOINED  
CLUB PILOTS!  
WELCOME!**



JON BENNETT

ERIC BRAUN

MAXIM ESHKENAZY

FREDDY GUNDEVIA

BENJAMIN HANSEN

ARASH KHORSAND

NAMGON LEE

JORDAN MANTEY

CHIRAG MUKHIA

CRAIG ROAH

QUETZAL SILVER

BRYAN WALLACE

An updated welcome to:

MUSTAFA BAZBAZ



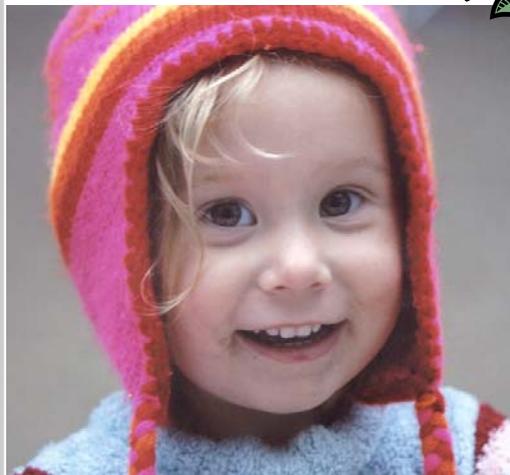
**HAPPY  
JANUARY  
BIRTHDAYS**

- LINDA AMAYA
- MUSTAFA BAZBAZ
- JON BENNETT
- MATTHEW BRAUNSTEIN
- JOHN CAMPBELL
- DENNIS CHANG
- BENJAMIN DAVENPORT
- HOMER DAVIS
- ERIK DEGERNES
- ARVINDER DHILLON
- SEAN DRISCOLL
- SHELLEY ESTEBO
- KENNETH GRAHAM
- MICHAEL P. GRANDY
- RON HAEHN
- ANDREW HOOD
- DANIEL JENKINS
- HENRY JENKINS
- RYAN KAM
- NAMGON LEE
- PAUL LOPEZ
- MICHELLE MACHADO
- JIM MCNAMEE
- KEVIN NGUYEN
- DEVON OLSEN
- BETSY PARROTT
- RENE PERRIGOU
- BOJAN PLAVSIC
- PAUL RAYMOND
- CRAIG ROAH
- THOMAS RUNGE
- MIKE SAMPSON
- TOBIAS SANDS
- CARMEN JEAN SMITH
- COLE STANDISH
- ROBERT SULAHIAN
- DONALD SWETT
- DOM A. TALLARITA
- DANIEL TRAN
- DAVID VESELY
- ROBERT WEEBE
- ANGELA YOON

Jan 27, 2010: 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!



# Our holiday party was a resounding success!



Honorary club aviatrix, Ella, celebrates her second Christmas!



The chocolate fountain was again the hit of the party!



ORDER TODAY! Long Beach Flying Club Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, or X-large. We also have hooded sweatshirts in black or gray. We'll need your choice of color and size when you call us at 562.290.0321 with your credit card number. Download from [www.LBFlying.com](http://www.LBFlying.com) or Email [shirts@Lbflying.com](mailto:shirts@Lbflying.com) an order form of our complete line of pilot shirts. Shipping and handling \$4.95 per order, CA residents add 9.75% sales tax.

We stock a host of aviation books, shirts, charts, and other pilot supplies, along with aviation-themed Christmas tree ornaments, mugs, clocks, . you name it!

### GIVE THE GIFT OF FLIGHT!

A Long Beach Flying Club gift certificate for any denomination you wish, be it for the first flight, pilot supplies, or aircraft rental, makes a great gift for any occasion!

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.

It's just that easy to give a unique and treasured gift. Keep it in mind for upcoming birthdays or anniversaries!

### DISCOVERY FLIGHT

\$89 for one, two or three in a C172 or Warrior  
Fly with an FAA Certificated Flight Instructor - you fly the aircraft!

### AERIAL TOUR OF LA'S FAMOUS LANDMARKS

\$195 for a 60 minute tour for 1, 2 or 3 people

HOLLYWOOD TOUR:

Dodger Stadium \* Hollywood Sign \* Beverly Hills \* Getty Center \* Palos Verdes \* Queen Mary