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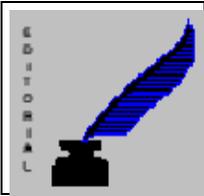
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JUNE 2010

HAPPY FLAG DAY!

EDITOR CANDY ROBINSON



WHAT'S UP? DOWN WITH LGB CLASS C!

A Notice of Proposed Rulemaking (NPRM) is the legislative process used to initiate airspace changes. The FAA meetings scheduled for June 22 and 23rd are "fact-finding" and "all comments received during these meetings will be considered prior to any issuance of a notice of proposed rulemaking." These meetings should be considered as a part of the NPRM process; airspace design will consider any suggestions received from the public. We must present convincing arguments at the public meetings to prevent the issue from going to a full NPRM. While it is possible to defeat an NPRM (we defeated the



NPRM for the LGB ARSA in 1991), it is possible to stop the issue before it gets to that stage.

NETWORK: Don't pretend to be an expert. It's better to specialize in two or three aspects of the NPRM that you're knowledgeable than to bluff your way through a dozen bullet points and lose the message. Get a database together to keep the concerned group informed of the status of the project and of upcoming milestones.

PREPARE: Attend ALL the public forums, keep informed of the timetable, especially any Extensions. A comment period may be extended to allow the 'wrong' side more time to comment. Continue to increase you own skills. Practice situational awareness, navigation and scanning for traffic. Study the charts, airspace rules and be knowledgeable about TFRs ... It's difficult to espouse a position if in the process of getting violated for a Class B incursion. Stay current – it's better if current pilots are carrying the banner. Don't procrastinate. Start on your opposition early and make all deadlines getting your information into the docket.

Commit to see the project through to the end. If an out of town trip forces you to miss a meeting, send someone to read your message into the record. Or mail it to the host of the meeting and ask that it be put into the minutes.

RALLY: Go political. Local state and federal officials need to know how the proposal affects us all. The city website (LGB.ORG) has all the city council addresses, California Pilot's Association has the state and national addresses. Start a petition. State your position clearly then collect as many signatures as possible. Don't listen to the naysayers and don't get discouraged. It doesn't cost anything to remain upbeat and confident throughout the process. The worst case is that you tried 100 percent..

MESSAGE: Stay on message. Soon just your appearance at a venue will trigger the knowledge of your position. Keep your message simple and factual. Put together a simple press release. Write articles and send to the trade publications and local newspapers. Offer alternative solutions to the problem. Just like Nancy Reagan's "Just Say No," no "Maybes", no "What If," No. Don't get sucked in to negotiate. Practice stating your position publicly. Your message will be heard more clearly if your passion is the message and the facts are incidental.. Don't bully -- but don't waiver. Agree to disagree. Don't be afraid to be unpopular. Proofread position statements carefully -- no misspellings. Stay focused. Don't attack. It's more effective to restate why your opinion is better than to ridicule the opposite side. If your position is self-serving don't hide the fact. We're pilots and we need the airspace to launch our aircraft.

See you June 22 and 23rd ,Holiday Inn, Lakewood and Willow Streets, Long Beach. From 6 pm to 9 pm.

* **QUIZ — TRUE OR FALSE: In an airport traffic pattern, a student should be taught to start the turn from the downwind leg to the base leg**
* **when the touchdown point on the runway is approximately 60 degrees behind the wing.** For the answer, see page 2.

BIANNUAL FLIGHT REVIEWS AND INSTRUMENT PROFICIENCY CHECKS by Ryan Davis

The FAA has set forth many rules that govern us pilots with the sole intention of keeping us safe. But the FAA can't be too strict or no one would want to get into flying. Some regulations prove to have a direct correlation to safety, example, VFR pilots are not allowed into clouds. Makes sense to me. On the other hand, some regulations if followed can actually kill you, for example, flying in uncontrolled airspace with only 1sm visibility. You must be extremely comfortable with your flight to pilot an airplane under those conditions. Or the regulation that says you can fly as close to

Cont. page 2

CLASSROOM CORNER HANK SMITH

Techniques for a "Thumpless" Flight

We all agree that "sight" is the most important tool of a pilot. The ability to "see" is much more than the action of just "looking". The sight apparatus of a pilot consists of two parts; The Eyes, which have been compared to the lens of a camera, and The Brain, often paralleled to the camera's film. NOT TRUE! Yes, the brain is the receiver and recorder of lens provided information, but the brain, unlike the film in your camera, is the director and operator of this "sight system" and as such determines the depth of focal field and the importance of items within that field. If the brain is not "engaged", then proper importance may be not assigned to items within that field, or worse yet, the focal field may not even be established. So – JOB ONE – PAY ATTENTION. Keep your brain actively engaged in the "Search for Bogeys" process. Remember; **Your eyes do the "looking" and your brain does the "seeing"**. There are many techniques to "train" your sight system. The following are just a few.

The average pilot enjoys a visual "picture" that is about 200 degrees wide, however, only about 15 degrees of that panorama has the potential to be in sharp focus. In order to "see" the full picture, we need to reduce our attention to approximately 15 degree wide chunks. Within each chunk we should spend about 10 seconds in order to 1.) Acclimate to the conditions of that sector. 2.) Concentrate our focal attention (usually near to far). 3.) Analyze potential "Bogeys", and, 4.) Track possible conflicts. Using this procedure of 10 seconds for each lateral 15 degrees – We would scan the horizon (180 degrees) in 120 seconds (2minutes). Sound Familiar? AOPA has a presentation called "Take 2 and See". I recommend you chase it down on the internet or contact your local FAA Flight Standards District Office to see when that program will be presented in your area.

When you "look" into a sector, quality counts. If there is no detail (hazy conditions), your eyes may "fix focus" at about 10 to 30 feet. (Empty Field Myopia) -or- If you have been concentrating on your instruments, your eyes may fix focus at about 30 inches (Fixed Field Myopia). Help your sight system by directing your attention first on an intermediate object (How about a wing tip?), or a distant target (distant terrain or cloud), to re-energize your "look" and "see" process. From a collision avoidance viewpoint, we want to spend **Minimal** time inside the cockpit. "Inside" time will be dictated by your mission, however, **It doesn't matter how important the mission is-if you don't finish the flight.**

We've discussed the act of Scanning. How you go about it is determined by your **Situational Awareness**. Where you're flying and what you are doing will dictate how you go about scanning. By far and away, **the most dangerous place to fly is near an airport**, followed, in my estimation, by Practice areas, Tourist attractions, "Event" activities, and congested areas (cities). Each one brings its own particular hazards. While flying in the pattern, you would pre-empt the "Take 2 and See" process by looking for conflicting traffic also in the pattern, (or joining). In a practice area, you would take additional precautions, such as clearing turns, and, if you're like me, simply avoid tourist attractions and events. An inflight Collision takes two aircraft..... You can't control the other plane, but, you can.....

SEE AND AVOID..... Hank



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ACCOMPLISHMENTS

NAM GON LEE	SOLO	C-152	CFI DAVID KIM
HEE SUE KIM	SOLO	C-152	CFI DAVID KIM
ANDREW HAYWOOD SMITH	PRIVATE	C-172	CFI RAND STERRETT
RAM PRASHANTH	PRIVATE	C-152	CFI DANIEL SANTOS
SZYMON KWASNY	PRIVATE	PA28-161	CFI RICHARD GARNETT
JUNGKU LEE	INSTRUMENT	C-152	CFI DAVID KIM
ERIC DALTON	INSTRUMENT	C-172	CFI DANNY GREEN
GEORGE HAFTOGLOU	COMMERCIAL	C-172RG	CFI RICHARD GARNETT
MARIA PAKIOS	COMM MULTI	PA-44	CFI DANIEL SANTOS

CONGRATS to DAVID KIM, top CLUB CFI for May, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and RAND STERRETT!
 TOP GUN AWARD goes to JUNGKU LEE for logging the most flight hours in club aircraft in May. Runners-up were JOE HAMILTON and RUDI LIMICH!!!

From page 1 the ground as you want, as long as there's no people or property nearby. Another regulation that's probably not too smart to follow. A lot of these pilot killing regs are not really applicable to everyday flying even though they exist. The more important killer regs are the BFR and IPC requirements.

When a pilot stays current with their flying skills (flying at the very least every two weeks) flying should be a very safe activity for them, but if you only get out into the skies every few months, well think twice about doing that. The FAA says that if pilot gets their certificate and doesn't fly for 23 calendar months they are still legal to fly. Remember legal doesn't always mean safe. Yes, at some flight schools like Long Beach Flying Club, you must fly every few months or you're required to fly with a CFI, which proves to be a nice form of personal insurance. But if you're an airplane owner or your flight school doesn't have this requirement, you could be placing yourself and everyone you're flying over at risk. My recommendation, get a Flight Review every 6 months, and when you're getting the flight review don't just make getting the endorsement the goal, try to learn something new. Fly an unfamiliar airplane, don't worry about not flying perfect, the CFI will consider that the plane is new to you. Go to a difficult airport, again if you are struggling during the flight, the CFI will not fail you. Or practice instrument training, or commercial maneuvers, anything really, just keep learning.

As for the IPC, the FAA gives you 6 months to keep your skills up, which is problematic for two reasons. First, a pilot with minimal instrument experience who fly's IFR after 5 months after sitting idle is asking for trouble. The other problem is the fact that the instrument pilot can maintain the recency experience requirements all on their own, without an instructor. This leaves the pilot to develop bad habits and learn the very least from their flights. I recommend that instrument pilots get their 6 approaches, hold, and tracking courses done within a 3 month time frame. Also every alternating 3 month period go up with a different CFII and get an IPC. Remember and IPC requires less than the IFR recency requirements. An IPC saves you both money and time, and you also will more than likely learn quite a bit from it.

Remember the FAA establishes rules that protect/restrict us while at the same time trying to allow us as much freedom as possible. In the little grey area where safety meets freedom is disaster. Evaluate you skill level and determine your own personal minimums.

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

ANSWER TO QUIZ: FALSE. In an airport traffic pattern, a student should be taught to start the turn from the downwind leg to the base leg when the touchdown point is approximately 45 degrees, not 60 degrees behind the wing. On many small training airplanes, this is the point when the touchdown area (i.e., the numbers) appears to be approximately halfway between the wing and the tail.

UNOFFICIAL CONTEST: Until the next newsletter, request Runways 16L and 16R and let us know how many landings you were able to get! Last week N9260T departed 7R with 11 knots crosswind (no problemo stated the pilot) but for fun requested 16L for the landing. The runway is in good shape and it is a much shorter taxi distance back to the club. Let us know what you find out!

Happy Flying!

CALENDAR

Jun 22 & Jun 23	Mark Your Calendars! Plan on attending both nights of the FAA airspace meetings to discuss the "Establishment of Class C Airspace at Long Beach and Revision of the Santa Ana (John Wayne) Class C Airspace Area." Holiday Inn, Lakewood and Willow Streets, Long Beach. From 6 pm to 9 pm. Comments on the proposal will be due by July 31, 2010. Class C airspace at LGB would create a wall from Dana Point to Magu. We will be letting them know our alternatives to Class C!
Jun 30	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!
Jul 18	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show. www.flabob.org .
Jul 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 July!
Aug 21	Glendale, CA. Friends of Aviation Flight Festival. Friends of Aviation is putting on a huge event this summer in coordination with the City of Glendale to celebrate 100 years of Aviation in Los Angeles. The day will be full of displays of aircraft, helicopters and flying cars and entertainment and activities for the whole family. There will be something there for everyone. Learn more about the event on our website http://www.flightfestival.org Contact Ari Ibarra, 818 836 1127.
Nov 11-13	AOPA Summitt here at LGB. Static displays, and lots more. www.aopa.org/summit/

NEW & REJOINED CLUB PILOTS! WELCOME!



- DENNIS BORIK
- GIAN CATAUDELLA
- JASON CHIPKIN
- ROGER GRETLER
- DAVE JANKO
- ROSARIO JIMENEZ
- DILHAN KAPURUBANDARA
- AJAY KAUNDAL
- FREDERICK KIX
- VICTORIA MENA
- LUIS NIETO
- ADAM STAFFORD
- MICHAEL STONE



HAPPY JUNE BIRTHDAYS

- PATRICK AKHAMLICH
- FERNANDO CANTORAN
- DANIEL COOPER
- SAMUEL DELAROSA
- JOEY GARRARD
- DARRIN GLENDAY
- MATTHEW GONZALES
- SEAN GREGORY
- GEORGE HAFTOGLOU
- GRAEME KIMMEL
- CANDY ROBINSON
- ROBERT LOVEJOY
- RON MASSEY
- JOHN SAMUEL MILLER
- PETER MORRIS
- GREGORY J. MYERS
- MAYUKO NAKAMURA
- BRETT R. NESLAGE
- DAVID OFFITZER
- ALAN ORLALE
- ALEX ORLALE
- GREGORY PETERSON
- RAKESH RAVINDRAN
- MATTHEW REESE
- JEFFREY ROCK
- SHERIF SAAD
- SCOTT SCHAIDLE
- HENRY SMITH
- KYLE STONE
- TARI TARICCO
- SARAH WALTER
- CHUCK WELLER