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LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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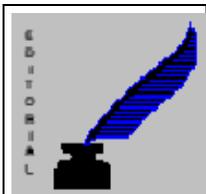


*Teaching the world to fly!
With all the aircraft you need from the first flight hour to an airline job and everything in between!*

JULY 2010

HAPPY 4th of JULY

EDITOR CANDY ROBINSON



WHAT'S UP? NEW RUNWAY CROSSING PROCEDURE

As of June 30, 2010, controllers are required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route. "Taxi to" will no longer be used when issuing taxi instructions to an assigned take-off runway. Instructions to cross a runway will be issued one at a time. Instructions to cross multiple runways will not be issued. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued.

This applies to any runway, including inactive or closed runways. Changes will also be made to the Aeronautical Information Manual (AIM) and AIP to reflect the new procedures. Never cross a hold line without explicit ATC instructions. If in doubt, ASK! You may not enter a runway unless you have been: instructed to cross that specific runway; cleared to take off from that runway; or instructed to position and hold on that specific runway. See www.lbFlying.com/linksetc for additional "Taxi-To" information.

AOPA PILOT TOWN HALL MEETING will be on Aug. 21st at AirFlite. Join Craig Fuller Saturday, August 21 at 10:00 am ... He will discuss the year of engagement and provide updates from Capitol Hill and on the current state of GA. Hear plans for the November 2010 Aviation Summit in LB and meet with your fellow pilots from the region. Have a question? You'll have the opportunity to ask and meet Craig Fuller himself. Bring your Class C airspace questions!

CLASS C AIRSPACE PROPOSAL: June 22 & 23rd, the FAA held two informal airspace meetings to solicit comments on their "Proposal to Establish Class C Airspace around Long Beach Airport & Revise SNA Class C Airspace." Between the two meetings, approximately 250 pilots were in attendance. The groups comprised pilots from general aviation, corporate aviation and the air carriers and, in addition to Long Beach several local airports such as Torrance, Fullerton and Compton were represented. Concerns ranged from lack of access to outlying airports, compression under layers of airspace, complexity, discrimination, lack of available data prior to the meetings (the proposal was unveiled at the first meeting), the NPRM process, justification for the airspace change, frequency congestion, controller staffing, conspiracies, noticing of the meetings and meeting location, to name just a few.

The LA Times ran an article that came out Monday June 28th. The link is:

<http://articles.latimes.com/2010/jun/27/local/la-me-airspace-20100626/2>

As a flight school owner at LGB, I adamantly oppose the implementation of Class C airspace around lgb. Forcing GA to obtain a clearance prior to departure will cause delays, be subject to denial, force additional complexity to operators within the airspace. I do not believe it is safer to require all GA flights outside of Class D to be in communication with controllers; we have seen too many instances of near- or actual midairs with both aircraft in communication with ATC.

An FAA DPE that conducts many of the club checkrides has stated that coming to LGB versus the closer John Wayne is worth the drive because so much more can be done at a class D airport such as LGB versus a Class C airport such as John Wayne.

The numbers substantiate that LGB is a GA airport with airline flights; more similar to Van Nuys without Class C than Burbank or John Wayne with Class C.

The amount of flight activity that would emigrate from LGB would be devastating to the LGB businesses and upset the balance of aviation upon which the airport depends to operate economically. "The FAA doesn't own the airspace; it manages the airspace for the users. This finite resource needs to accommodate all users while allowing the FAA to perform its responsibility of providing air traffic control service to participating aircraft." (http://www.aopa.org/whatsnew/air_traffic/tcagroup.html)

We have also been able to make many suggestions of procedural changes that could be implemented immediately to make the airspace safer, whether or not LGB gets Class C airspace, including but not limited to:

- 1) Change the 180 degree heading on departure from Runway 30 to 230 degree heading as it may be opposed by the noise-sensitive Palos Verdes community.
- 2) Change sectorization of SoCal airspace west of LGB so that departures off Runway 30 don't change frequencies while transiting the shoreline and/or the LB practice area.
- 3) Climb to 5000 feet in the initial clearance (currently cleared to climb to 3 expect 5 in 10) either gets air carriers into Class B more quickly; at a minimum clears practice area south of the Queen Mary.
- 4) Reroute airways over LGB class D airspace to facilitate climb to 5000 feet; in fact, soon after I suggested this, two additional airways were added.
- 5) Establish a mechanism by which operators can document controller handling or airspace clearances to enable study of problem situations.
- 6) Dedicated Controller Arrival And Departure procedures -- On departure Runway 30, climb to 5,000 to get into LAX Class B with a single controller (no frequency changes) between LGB Class D and LAX Class B; that is, a dedicated controller per flight to watch dog the flight for the 30 seconds between the two airspaces. Likewise for arrivals for Runway 30 for the time between SNA Class C and LGB Class D. Arrivals for Runway 12 can be made to the northeast with the dedicated controller likewise controlling those flights. This process could be implemented almost immediately; airspace changes take years.

It is my hope that, given the feedback from these two fact-finding meetings, the FAA will realize that Class C should not be implemented at LGB.

The comment period for feedback regarding the proposed Class C airspace is July 31, 2010. Send or deliver comments in triplicate to:

Clark Desing, Operations Support Group, AJV-W2
Western Service Area, Air Traffic Organization
Federal Aviation Administration
1601 Lind Avenue, SW
Renton, WA 98057

Please check at www.lbFlying.com for more information and sample letters to send to the FAA regarding the proposal. Or if you are at the club before July 31st, leave your comments and we will mail to the FAA for you.



ACCOMPLISHMENTS			
MATTHEW BRAUNSTEIN	First Solo	C-152	CFI SEAN GREGORY
JON BENNETT	First Solo	C-152	CFI SEAN GREGORY
KYUNG WOON MIN	First Solo	C-152	CFI DAVID KIM
IAN AKSELSEN	First Solo	WARRIOR	CFI RAND STERRETT
MICHAEL BOSTIC	Private	C-172	CFI DANNY GREEN
ALEX ORALE	Instrument	C-152	CFI RYAN DAVIS
AKSHAT SURI	Instrument	C-172	CFI RYAN DAVIS
JUNG SOO KIM	Commercial Single	C-172RG	CFI DAVID KIM
JUNG KU LEE	Commercial Multi	SEMINOLE	CFI DAVID KIM

CONGRATS to DAVID KIM, top CLUB CFI for June, 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 June. Runners-up were ANUSHKA DE SILVA and IAN AKSELSEN!!!

ARE YOU CHECKRIDE READY? by Ryan Davis

At the Long Beach Flying Club all the private pilot students are required to complete "only" a presolo and presolo cross country stage check for part 61 training. The reason this is implemented is for safety and insurance purposes. I have always wanted the club to require an end of course stage check, but because the only downside to not taking an end of course examination is a failed checkride, and since a failed checkride isn't a safety issue, the club can't implement this rule. So I write this article.

As an instructor I advise all my students to get a precheckride flight evaluation. It serves two good purposes. One, it obviously makes sure that the student is thoroughly prepared for the flight test, and two it gives the student and the CFI the confidence needed to go into a checkride. I understand your concern that after you have spent a bunch of money on training, the last thing you want to do is spend a few more hundred dollars on another flight. Consider this as well, a failed checkride will cost you much more. If you fail a checkride not only with you need to pay for another flight test, but you will also need to meet with your instructor one or two more times.

I hope you realize the importance of taking a checkride. It's a pass or fail situation, and a fail will stay on your record permanently and you will have to explain it during an interview. Take that last evaluation flight and play it safe.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to RYAN DAVIS for the help with this newsletter!

EMAILED: Hi just flying around Alaska in my 152, Fairbanks to Nome to Cougarak to Deering to Nome, Nome to Council to Nome. Pack ice is still on the coast. Weather is great high 70s CAVU, until today. Mosquitoes are unlimited when the wind stops and appear in clouds so thick they look like fog. Life is good and gas is \$6.26. We carry lots of jerry cans as fuel is limited to Nome out here. Lots of short soft field work (gravel from dust to baseball size). Flew over two herds of muskoxen, some moose and two grizzlies. Forest Kirst CFII

REG CHANGE: Accounts left unpaid by the end of the month will be accessed a 3% per month service charge, minimum charge \$3.50.

REG CHANGE: A returned dishonored check will be subject to a \$35.00 service charge.

MANY THANKS to RICHARD FLORES for the hangar help this month!!! Your efforts are GREATLY appreciated!!!

CALENDAR

Jul 19	"PROPOSED CLASS C AIRSPACE FOR LONG BEACH" Topic: An overview of the proposed Class C for LGB with the pros and cons of implementation. On Monday, July 19, 2010 at 7:00 PM. Location: Torrance Airport GAC, 3301 Airport Dr. Torrance, CA 90505 Description: With a special emphasis for pilots flying to/from Torrance, Hawthorne, Compton and Long Beach airports, we will illustrate how the proposed Class C might impact flight paths in the South Bay, what you might encounter and how to provide effective feedback to the FAA by the July 31, 2010 deadline. The sponsor for this seminar is: FAA Safety Team, FAAST
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	AOPA PILOT TOWN HALL MEETING will be at AirFlite. Join Craig Fuller Saturday, August 21st at 10:00 am ... He will discuss the year of engagement and provide updates from Capitol Hill and on the current state of GA. Hear plans for the November 2010 Aviation Summit in LB and meet with your fellow pilots from the region. Have a question? You'll have the opportunity to ask and meet Craig Fuller himself.
Aug 25	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!
Nov 11-13	AOPA Summit here at LGB. Static displays, and lots more. www.aopa.org/summit/

NEW & REJOINED CLUB PILOTS! WELCOME!

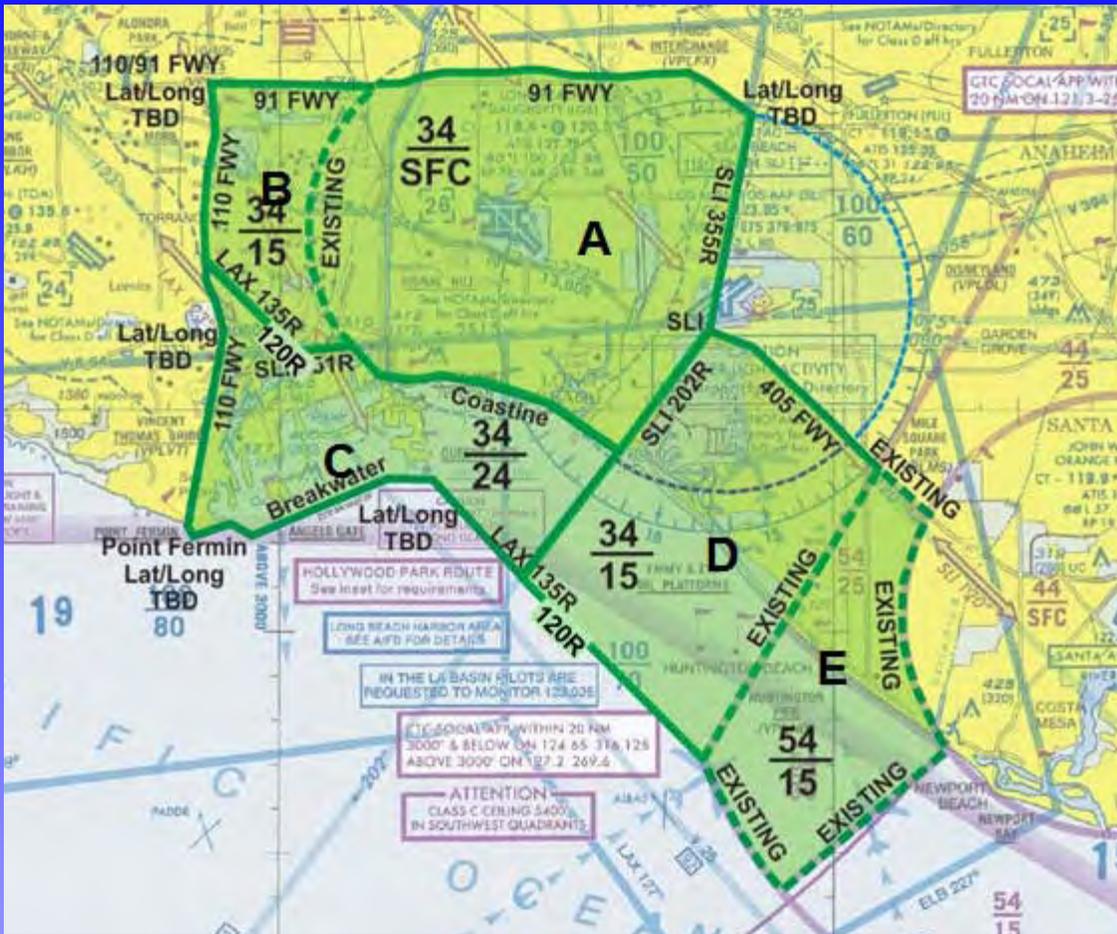


- SERGEI ACULOV
- IAN AKSELSEN
- JUAN ARBOLEDA
- HARSH BAJAJ
- TYLER CHITTICK
- EDWARD GALLAWAY III
- MICHAEL KANG
- SUE HYUN LEE
- DAVID MARTINEZ
- ROY MCCRORY
- IBRAHIM MOUSA
- ABHISHEK MUDGAL
- CIOFFI REMMER
- STEVEN STINGLEY
- WEI HUN TAN
- NICHOLAS TAYLOR



HAPPY JULY BIRTHDAYS

- ERIC ALFORD
- DAVID AYALA
- CAM BARNES
- GIAN CATAUDELLA
- JASON CHIPKIN
- TYLER CHITTICK
- ROBERT DRUECKHAMMER
- KEITH EDEY
- MAXIM ESHKENAZY
- WILLIAM FINKEN
- ANDREW GROVER
- JASON GROW
- OMSTER HAYNES
- KEVIN JACKSON
- GREGORY JOHNSON
- DILHAN KAPURUBANDARA
- RUDI LIMICH
- GLENN MAPLES
- ERIC OWENS
- TONY PERSUITTI
- PRASANT RAM
- RICK SHARP
- QUETZAL SILVER
- ARJUNAP SOMARATNA
- RYOTA SUZUKI
- KEN THOMAS
- THOMAS VOGELSANG
- DAVID VOGT
- JORGE ZEPEDA



DON'T LET THIS HAPPEN TO OUR AIRPORT!!!

The comment period for feedback regarding the proposed Class C airspace ends July 31, 2010. Send comments in triplicate to:
 Clark Desing, Operations Support Group, AJV-W2

Western Service Area, Air Traffic Organization, Federal Aviation Administration
 1601 Lind Avenue, SW
 Renton, WA 98057

**PROPOSAL TO ESTABLISH CLASS C AT LGB AND REVISE THE SNA CLASS C
 (FR Doc. 2010-7652)
 COMMENT SHEET**

NAME (OPTIONAL): _____

Print out this page to write out your response or check www.lbflying.com for more information and sample letters.