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MARCH 2011 **HAPPY ST. PATRICKS DAY!** **EDITOR C. ROBINSON**



WHAT'S UP? CLASS C DISCUSSIONS

Editor's note: the following is an update of an essay which appeared in the LBFC September 2007 Newsletter.

At the February 2007 meeting of the Southern California Airspace Users Working Group (AUWG), Walter White, SoCal Tracon manager, began discussions regarding Class C airspace for LGB, due, in part, to JetBlue's reaction to TCAS events on arrival and departure at LGB. JetBlue flights at Burbank have a higher rate of TCAS alerts WITHIN THE BURBANK CLASS C so it does not make sense that Class C airspace is being considered to solve their TCAS issues at LGB.

At the March 8, 2011 meeting of the AUWG, the new SoCal Tracon manager, Rick Pfahler, reported that the FAA is close to completing their review of the LGB airspace and indicated that there likely will be some kind of a Class C proposal. To quote Alice in Wonderland, "It would be so nice if something made sense for a change."

Backing up to June 22 & 23, 2010, 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. There were no speakers that endorsed the proposal. It is disappointing that no debrief from the meetings has been published yet we now hear that Class C remains on the table.

Presented at the June 2010 meeting were 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 a more westerly course to allow more time to climb to 5000 feet.
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, since Class C has been in discussions, two additional airways have been 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 a dedicated controller per flight to watch dog the flight for the 30 seconds between the two airspaces. 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.
7. Utilizing features of NextGen to control traffic flows more precisely (i.e., following a specific course on departure from Rwy 30, rather than flying headings, requires substantially less real estate).

In his March 2011 "Letter from the Administrator", J. Randolph Babbitt is effusive about NextGen, which "is going to enhance safety, increase access and efficiency, and improve aviation's overall environmental footprint. We're taking a hard look at how we do things, and making changes to ensure the FAA can meet the demands of a new century of aviation... Design and implementation teams in Washington, D.C., and the Dallas area of north Texas will focus on streamlining arrival and departure traffic at clustered metroplex airports." The message seems aimed directly at the LA basin Airspace. Class C concepts utilize antiquated technology and will not create a functional airspace.

Ability to jump through the communication hoops required to operate in and out of Class C airspace isn't a problem for general aviation -- GA pilots have much more sophistication with the radio than ever before. Pilots departing VFR out of Long Beach are asked to contact clearance delivery. The controller then has 3 words to say, "N number, contact ground." Under Class C, the pilot must receive a clearance, then read it back. Even with a minimal clearance, the time taken on the frequency could increase to 30 words, ten-fold the time occupying the frequency, creating frequency gridlock.

Another major strike against Class C airspace at LGB is the ability of controllers to manage the higher demand of additional services required. Not only would EVERY departure from LGB require a clearance, the implementation of Land-and-Hold-Short-Operations (LAHSO), changes in Line-Up-and-Wait (LUAW) and the June 2010 change requiring clearances to cross active AND inactive runways are time consuming operations that have been implemented since 1991. There are no plans to add additional controllers if Class C is implemented at LGB, at SoCal nor LGB tower. A conservative guess would be that VFR pilots that routinely attempt to request communication with SoCal, without Class C at LGB, are told to stand by once for every 5 attempts. Under Class C procedures, communication must be established before entering the airspace. Aerial gridlock.

In 1991, the FAA proposed an ARSA for LGB, the previous terminology for Class C. After nearly 2 years in the works, the Notice of Proposed Rule making (NPRM) was rescinded: "In light of the comments received, it was concluded that the establishment of the Long Beach ARSA would increase the overall airspace complexity in the Los Angeles Basin. Currently, Los Angeles Basin airspace is composed of 1 terminal control area, 6 airport radar service areas, 25 control tower facilities, and 4 military facilities. The amount and complexity of this airspace dictate a need to modify the entire Los Angeles Basin airspace to make it more compatible with the increasing amount of general aviation and air carrier activity. The NPRM is being withdrawn by the FAA because future rulemaking is planned for a comprehensive redesign of the airspace in the Los Angeles Basin. This future rulemaking would relieve congestion, reduce complexity, reduce controller workload, and make the airspace more compatible for both instrument flight rule and visual flight rule users in this region."

How can the 1991 analysis be ignored? Alice said it quite well, "Curiouser and curiouser... oh, dear! What nonsense I'm talking."



Pireps (pilot reports) help pilots visualize ___ in-flight weather conditions. (a) reported (b) forecast (c) actual. (Turn the page for the correct answer).

ACCOMPLISHMENTS



MARK SEROUR	First Solo	C-152	CFI RYAN DAVIS
NATHAN YOKUM	Private	C-172	CFI RAND STERRETT
DAN COOPER	Private	C-152	CFI RYAN DAVIS
MATTHIAS SCHWAGER	Private	C-152	CFI PETE ENGLER
MARCO ENRIQUEZ	Instrument	C-152	CFI RICHARD GARNETT
KYUNWOON MIN	Instrument	C-152	CFI DAVID KIM
MARCO ENRIQUEZ	Commercial Multi	SEMINOLE	CFI RICHARD GARNETT
HEE SUE KIM	Commercial Multi	SEMINOLE	CFI RICHARD GARNETT
KYUNWOON MIN	Commercial Multi	SEMINOLE	CFI DAVID KIM
JUNGKU LEE	CFI	C-172	CFI DAVID KIM

NEW & REJOINED CLUB PILOTS! WELCOME!



- MICHAEL BEAUVAIS
- RENE GARZA CASTILLO
- ROMAN CHAVEZ
- KISHAN DHARMARATNAM
- EDUARDO FLORES
- PANCH JEYAKUMAR
- ARNOLD PELEKELO
- CHRISTOPHER PICARDI
- PATRICK SCANLAN
- DONALD STOLAN
- GARY VERRIER
- CHRISTOPHER WEINHOLT

CONGRATS to RICHARD GARNETT, top CLUB CFI for February, logging the most hours of dual given in club aircraft! Runners-up were RAND STERRETT and DANIEL SANTOS! TOP GUN AWARD goes to SUE HYUN LEE for logging the most flight hours in club aircraft in February! Runners-up were KYUNGWON MIN and ABHISHEK MUDGAL!!!

Congratulations to Hank Surface on his appointment to the chief pilot position for Long Beach Air Charter. He successfully passed his 135.293, 135.297 and 135.299 checkride with the FAA!

Alumni Update – Curtis Reinhardt reported recently that he has been flying as First Officer in the E190/A320 for Jet Blue! His career path includes time at Mesa as First Officer in the Beech 1900, Air Wisconsin as FO/Captain in the CRJ and Allegiant Air as First Officer in the MD 80. Quite impressive and thanks for the update!

Alumni update from Giacomo Faglia – Giacomo reports that he’s still with Vueling Airlines as Captain in the A320 and based in Spain. Vueling’s slogan, “Southern Europe’s most dynamic, most innovative airline” sums up a route structure that includes Spain, Africa, England, Russia, Greece, Austria, the Netherlands, Portugal, Brussels, France and, of course, Giacomo’s native Italy. Congratulations!

Answer to quiz question: If you answered C, you are correct! Reports of in-flight weather are usually obtained through Pireps. Pilots use the information in Pireps to visualize actual in-flight weather conditions, verify forecasts, and fill in gaps between ground-based weather reporting stations. Pilots can give a Pirep report on 122.0 while in flight. After landing, pilots can issue Pireps of the conditions encountered in flight to Flight Service (800-992-7433).

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated!
 NOTAM: Thanks to green pilots — the lights have been consistently turned off by the last one out — greatly appreciated!!!

CALENDAR

March 19 - 20:	Thunderbirds Luke Air Force Base, Ariz.
March 19:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org.
March 20:	Join the Los Angeles Conservancy for a rare, one-time-only visit to the former headquarters of Hughes Aircraft. It was here that Howard Hughes and his team designed and built planes, helicopters, and most famously, the H-4 Hercules Flying Boat -- more commonly known as the "Spruce Goose," the largest plane ever to fly. The docent-led tour will include several sites on the campus. Tickets are \$25 for the general public, \$20 for L.A. Conservancy members, and \$10 for children 12 and under. Contact Los Angeles Conservancy, 213-623-2489. Details and Tickets: http://lac.conservancy.org/hughes
March 26:	HANGAR TALK! “Aeronautical Decision Making” presented by CFII/M Richard Garnett. From 10 AM to noon Long Beach Flying Club will be hosting a free hangar event; free dual instruction, review and discussion! Donuts and coffee will be served. Drop by for some entertaining and educational fun! Held last Saturday of every month. If you have questions, call Richard Garnett 714.328.4386.
March 26:	Riverside, Calif. Airshow. Sean Tucker, Tim Decker, Doug Jardine, Silver Wings Wingwalking, Frank Donnelly, John Collver, C-17, Just in Time Skydivers. Contact (951) 682-1771. http://www.riversideca.gov/airshow/
March 30:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. This is our annual recurrent TSA Security Awareness training as required by the FAA -- so don't miss this one!
April 9:	Catalina Aero Club DISPLAY DAY FLY-IN Saturday, March 12th 10am to 2pm Aircraft built 1961 and earlier land FREE! Historical aircraft display sign-offs. Buffalo Burgers at DC-3 Grill! Meet other pilots and Aero Club members, held 2nd Saturday each month. Contact Craig Ryan, 714.751.9420 www.catalinaconservancy.org .
April 27:	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 the month!



HAPPY MARCH BIRTHDAYS

- DONALD ALMY
- JUAN ARBOLEDA
- JOHN BERG
- ERWIN CHOW
- CESAR CRUZ
- NEIL ESPINOZA
- RENE FRANCO
- TIM FRIEDLANDER
- ALLAN GILLMAN
- WAYNE LAMBERT
- NHIATENG LEE
- SUEHYUN LEE
- DONALD MIKAMI
- JAN MILLER
- CHUN-YANG PAN
- GILBERT PUNSALAN
- ERIC QUISTBERG
- GREGORY RATAJSKI
- SAMUEL J. RAYMOND
- SHERWIN RICHARDSON
- JOURDAN RICHMAN
- STEVE ROSENZWEIG
- RAND STERRETT
- MICHAEL STONE
- MELINDA WASMUND
- JORGE ZEPEDA

**Be Sure to Attend the:
2011 NATIONAL SAFETY STAND DOWN**

This year's theme is
Stand Up to Error, Stand Down for Safety



On Saturday, April 9, 2011 at 8:00 AM
Location: City of Costa Mesa CA
Neighborhood Community Center
1845 Park Avenue
Costa Mesa, CA 92627



Description: This year's FAASTeam Safety Standdown focuses on four areas that account for the majority of general aviation fatal accidents:

- **Positive Flight Attitude: Keeping Your Standards High**
- **Going Beyond Preflight: Perfecting Your Preflight Inspection**
 - **Enroute Cruise: Are You On Cruise Control**
 - **Maneuvering Flight: Slow, Steady and Sure**

To view further details and registration information for this seminar
http://www.faasafety.gov/SPANS/event_details.aspx?eid=37452

The sponsor for this seminar is: National FAA Safety Team



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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 or Email shirts@Lbflying.com an order form of our complete line of pilot shirts. Shipping and handling \$4.95 per order, CA residents add 8.25% sales tax.

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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!

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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!

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DISCOVERY FLIGHT

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

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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

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