



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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**MAY 2011**

**HAVE A GREAT MEMORIAL DAY WEEKEND!**

**EDITOR C. ROBINSON**



## WHAT'S UP? ROYAL HOOPLA!

Last month, yours truly, inadvertently mesmerized until 6 a.m., watched the entire wedding of William and Kate, — the now-titled Duke and Duchess of Cambridge. The millions of Royal enthusiasts who thronged along the royal wedding route, the expansiveness of Westminster Abbey and the pomp and tradition of the Brits were spellbinding.

The most impressive moments, however, were the flyovers (or “flypast” by those on that side of the pond) of the mall leading to Buckingham Palace.

Something old. The first flyover consisted of three warbirds from the Battle of Britain Memorial Flight (BBMF) museum: a Lancaster PA474 in the lead, flanked by a Spitfire on left wing and a Hawker Hurricane LF363 on the right wing! The Lancaster is one of only two still flying (the other is the Mynarski Memorial Lancaster at the Canadian Warplane Heritage Museum in Hamilton, Ontario, Canada). The Hurricane is one of only 12 in airworthy condition worldwide.

Something new. Thirty seconds later, a “Diamond 4” formation, consisting of two Eurofighter Typhoons and two Panavia Tornado GR4s, ripped through the sky over Westminster. The Typhoon is a twin-engine, canard-delta wing, combat aircraft, designed and built by a consortium of three companies: Alenia Aeronautica, BAE Systems, and EADS which formed a holding company, Eurofighter GmbH, in 1986. The aircraft has entered service with the Royal Air Force, the German Luftwaffe, the Italian Air Force, the Spanish Air Force, the Austrian Air Force and the Royal Saudi Air Force. The Panavia Tornado is a twin-engine, variable-sweep wing combat aircraft, which was jointly developed by a tri-national consortium consisting of the United Kingdom, West Germany and Italy. The Tornado first flew August 1974, and saw action with the Royal Air Force (RAF), Italian Air Force and Royal Saudi Air Force in the Gulf War.

Something borrowed, something blue. That afternoon, the couple, leaving the Buckingham Palace after the reception, were honored by a literal flyover. A yellow Sea King helicopter, crewed by some of the prince's RAF friends and colleagues, flew a few hundred feet over the palace mall route while Kate and William drove a tidy, midnight blue Aston Martin. William is currently assigned to C Flight, 22 Squadron at RAF Valley, as a co-pilot flying the Sea King search and rescue helicopter. Certificated in autumn 2010, he has already been out on several dozen search and rescue missions. William's uncle, Prince Andrew, Duke of York, is also a helicopter pilot.

Chat rooms observations: “The BBMF looked great. The bride was beautiful, too.” “Nice to see the BBMF getting some air time. Maybe William is more than an empty hat...” The historical significance of a royal wedding was the first draw; the aviation connection made the time invested quite worthwhile!

## TRAIN EFFICIENTLY by Ryan Davis

The following article somewhat follows another article I wrote about a year ago, but nevertheless it's always good to recap on an important subject such as making flight training more efficient. The following paragraphs will point out a few methods that students can implement in order to get the most out of their training.

**Ask questions.** For each lesson you should be bringing a list of questions based on the previous lessons homework assignment. When you arrive with questions it shows that you studied, you're interested, and it allows your instructor to target the areas that you are struggling with. Personally I love when students have questions. It's so much more enjoyable to have a discussion about a topic rather than just reading from a book. Sometimes finding questions can be a challenging task. If you hit this mental block, look in the back of each chapter of the Jeppesen and the ASA oral exam guide books and you'll find various lists of questions. Another thing is that the questions don't necessarily have to be related to a topic in your course of training. Some examples are, how does a GPS work, would I benefit from aerobatic training, or what does a seaplane rating entail.

**Take notes.** Aviation ground school is just like any other class. You show up, listen to a lecture, write down the major points (usually the ones the instructors says will be on the test), you memorize the notes, and pass the test. Your notes don't need to be an exact replica of everything that was said during the ground lesson. Just make sure you write down the key terms and definitions. When I was going through college all I did was memorize definitions and I was able to graduate with honors. It's too easy.

**Homework.** A majority of your learning should occur during your time away from the airport. In order to know what it is you should be studying, your instructor must be assigning very specific assignments for each lesson that follow exactly what you have covered in previous lessons and what you will be covering in the upcoming lessons. The homework assignments should not just be based on just reading alone. Watching videos, attending seminars, and taking written exams must also be implemented to break away from the monotony of just reading. If your instructor has not offered assignments, don't interpret that as he/she is not doing their job. As an instructor, we can get caught up in other activities that we may forget to spell out exactly what it is that you should be doing to prepare for your next lesson. When you attend flight training it is a team effort to complete your training, meaning that if we forget you should remind us. By simply asking what it is you should be doing before the next lesson just five minutes before your lesson is over, you will save yourself plenty of money and stress during your course.

The most detrimental factor of learning to fly is that there is so much time off between lessons. The average student will show up for a 3 hour lesson then take a 165 hour break. Most of your learning will occur between lessons, not during the lessons. The lessons should be utilized as a time to clarify your understanding about certain topics, build flight time, and get directions for what you should be doing for the upcoming lesson.



ACCOMPLISHMENTS			
JOE MOTIS	First Solo	WARRIOR	CFI RAND STERRETT
ZACK MITOSINKA	First Solo	C-172SP	CFI RAND STERRETT
MATT BRAUNSTEIN	First Solo	C-152	CFI RAND STERRETT
WIDI TJIU	Private	C-152	CFI RAND STERRETT
SINWOOK IM	Private	WARRIOR	CFI RYAN DAVIS

CONGRATS to RAND STERRETT, top CLUB CFI for April, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and RYAN DAVIS!

TOP GUN AWARD goes to NATHAN YOKUM for logging the most flight hours in club aircraft in April! Runners-up were KWANG IL LEE and MARCO ENRIQUEZ!!!

**SAFETY TIP: AIRPORT SURFACE DEVIATIONS**  
FAASafety.gov April 26, 2011

Airport Surface Deviations have been on the rise recently and it is up to all of us to be more diligent and to be more professional in our aviation endeavors.

At the bottom of an esteemed co-worker's e-mails there is the following statement: If you look both ways before crossing a road, then how many ways should you look before crossing a runway? Think about this for a second and then review what you look for, and I mean really "Look For," prior to entering/crossing a taxiway or runway.

You should realize that if you see another aircraft or a vehicle or a piece of equipment near where you are, then maybe you don't have the proper clearance to proceed. For example, did the Tower tell you to hold short and you missed that or did the Tower tell the other operator to hold short and he missed it? As you look on final approach and see an aircraft out there, ask yourself again, "Do I have clearance to take the active runway?" If you are ever in doubt on any of these, be proactive in looking out for your safety and the safety of others. Contact Ground or Tower and verify your instructions. Be diligent in copying your taxi clearance; verify your take off clearance when you see someone on final.

An ounce of caution can be all it takes to break the accident chain or the error chain. Don't become a statistic in the FAA files or in the newspaper headlines

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Thanks to Ryan Davis for help with this newsletter!

MANY THANKS to Kimberly Harding for her donation to our book collection!

**CALENDAR**

May 21:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, <a href="http://www.flabob.org">www.flabob.org</a> .
July 27:	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 this month!
May 28:	HANGAR TALK! Presented by CFI Daniel Santos. 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.
June 5:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 <a href="http://www.amszp.org">www.amszp.org</a> .
June 11:	Catalina Aero Club Display Day. DISPLAY DAY FLY-IN Saturday, May 14th 10 am to 2 pm 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. Contact Craig Ryan, 714.751.9420.
May 14:	Oceano, CA. Oceano Airport (L52). Oceano Airport Celebration Day. Come enjoy and old-fashioned community fly-in at our beautiful slice of paradise, Oceano Airport. This year we salute our Veterans. Pancake breakfast, static displays, children's activities, live big band music, tri-tip lunch. Emergency responders, charitable flying, flight schools. Oceano has been under threat of closure, help us to keep her vital! Free admission, camping available on the field. Mark your calendars! Contact Jolie Lucas, 805-709-6619 <a href="http://www.friendsofoceanoairport.com/">http://www.friendsofoceanoairport.com/</a>
May 15:	Brackett Field (POC). May 2011 Antique aircraft display, classic cars, and biplanes rides. FREE. Historical sign offs. Restaurant on-site. Plenty of airplane and vehicle parking. 10-3PM. Contact Yvonne, 626-576-8692. Restaurant on site. Fly ins welcomed.
May 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 an inspirational and educational hour!
June 4:	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

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



- HECTOR AVILA
- MARTIN EIBA
- KARL GARMAN
- KHEMMA NA LOHSRISUPACHAI
- PREET SINGH
- MARK TERMINI
- JONAS VON KRUECHTEN
- MELVIN WHITE
- CHARLIE ZABINSKI
- JACOB ZYLSTRA



**HAPPY MAY BIRTHDAYS**

- MAHER ALZABEN
- HECTOR AVILA
- WILLIAM AZZALINO
- SUSAN BAKER
- MICHAEL BEAUVAIS
- DAVID MITCHE
- BROOKHYSER
- FRANKLIN CASTILLO
- PRIYAN DEVAPRIYA
- TIM ENGEL
- RICHARD FLORES
- ROGAN GIRARD
- DAVID GLENDAY
- MARVIN GRANGER
- KWANG IL LEE
- OTTMAR LISSMANN
- CAROLINA MARIN
- ARNOLD PELEKELO
- ROBERT RIFFLE
- JOHN RINGEL
- JOSHUA RITTENHOUSE
- WILLIAM STROUD
- DON TERRY
- MIGUEL TORO
- PHONG TUAN VU
- DAVID WILCOX



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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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\$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  
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