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OCTOBER 2011

HAPPY HALLOWEEN!

EDITOR C. ROBINSON



WHAT'S UP? TSA BADGING WOES

TSA Security Directive 1542-04-08G (SD08G) was implemented at LGB January 8, 2010. SD08G requires on-airport employees, maintenance personnel and aircraft owners to undergo a security threat assessment (STA) and receive an AOA (airport operations area) security badge to have unescorted access at approximately 400 mixed-use (GA and air carrier) airports. Renter pilots, transient pilots, and flight school students are exempt from the badging process.

Each airport submitted their own plan; badges are valid at the issuing airport only. Persons with airfield access at the Long Beach Airport need to be prepared to identify themselves with an Airport issued identification badge. The badge does not need to be worn externally. At the present time Long Beach Police Department, Airport Security Officers and TSA representatives patrol the airport. These officers may or may not be in uniform and may or may not be in officially marked vehicles. Exempted persons simply need to state that they are renter or transient pilots if questioned.

Independent CFIs are not employees so they do not fall under the requirements of SD08G. Technically a CFI is a renter pilot (unless he or she happens to own the aircraft).

SD08G includes a provision for employers to co-sign a badge application ("signatory"). According to LGB TSA, a signatory undergoes training, a background check and becomes responsible for the badges. LBFC is not a signatory; nor is AirFlite, Millionair North and other airport businesses. The cost to administer the badges would be onerous. Those who request a badge from the TSA at LGB shouldn't require a signatory, as in the case of an independent A&P mechanic or CFI working at multiple locations on the airport.

The badges, originally issued beginning early 2010 are now expiring. The date on the badge represents "not the next birthday, but the birthday after that" of the date the badge was originally acquired. There is no label on the date on the badge. I asked one pilot that I know has a badge to verify the expiration date. He guessed that the date was the original badging date. Hard to gauge the passing of time with our busy lives. He then immediately called airport security, the number printed on the back of the badge. The airport security individual answering the call had never heard of an AOA badge. Beware because the TSA will not notify badge-holders of expired badges. One LBFC CFI who flies over 100 hours per month (so they should have recognized him) proudly pulled out his badge only to be told it had expired.

Individuals wishing to obtain a should contact LGB at: 562-570-2618 Call ahead to verify the hours of operation.

Email from global travelers: Hello Candy—Well, it's finally happened, some poor fools have given a Boeing 747-400 to a couple of LBFC alumnis, and expect us to push it all over the world. Captain Scott Drosos and I have been flying an Atlas B747 around Asia, Europe, and the Middle East the last few days, and even more-or-less keeping out of trouble! Headed for Australia tonight... Greg

JUST A REMINDER — Daylight savings ends on Sunday, November 6 at 2 a.m. Don't get caught by earlier night conditions or confusing FARs. With the days getting shorter, many pilots will be doing more of their flying at night, making this the perfect time to get all of the night flying regulations straight.

	Navigation Lights	Night Logging	Night Currency
Regulations	Use of position and anticollision lights, FAR 91.209, requires lights on "during the period from sunset to sunrise."	Night as defined from Part 1, used for log book purposes, is the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time."	To carry passengers, FAR 61.57(b) requires three takeoffs and landings to a full stop between one hour after sunset and one hour before sunrise in an aircraft of the same category, class, and type within the previous 90 days.
Exact time	Weather Channel, your local paper, www.wunderground.com or www.cmpsolv.com .	To find what time civil twilight will end (when the sun is 6 degrees below the horizon): http://aa.usno.navy.mil .	Weather Channel, your local paper, www.wunderground.com or www.cmpsolv.com .
Estimating	Sunset - the time when the visible sun disappears below the horizon as a result of the rotation of the earth.	The rule of thumb is one-half hour after sunset. The math: 1) Each 24 hours the sun travels 360 degrees, thus 2) One degree in 0.067 hours, thus 3) 6 degrees in .4 hours, thus 4) 24 minutes	One hour after the time when the visible sun disappears below the horizon as a result of the rotation of the earth.

Remember to keep a separate record in pilot logbook to differentiate between night for logging purposes (civil twilight) and night for currency (sunset plus one hour).

From earliest to latest in the evening: sunset, end of civil twilight (approximately 1/2 hour after sunset), then one hour after sunset. So, make sure to have your navs on at night (sunset) and don't forget to log night (civil twilight) when you get current at night (hour after sunset). Or, to help remember, try Lights, Logging, Luggage (it's not nice to call the passengers baggage). Better memory aid? Let me know! BTW, reverse the whole process for flights departing before the sun comes up.

QUIZ 1) You may not begin a night VFR flight unless you have enough fuel to fly to the first point of intended landing, and then fly after that for at least _____ minutes at _____.

- a) 30; normal cruising speed, b) 45; maximum power, c) 30; maximum power, d) 45; normal cruising speed

QUIZ 2) When flying at night, the FAA recommends the use of oxygen above _____ feet _____.

- a) 10,000; msl, b) 5,000; agl, c) 10,000; agl, d) 5,000; msl

Turn to page 2 for answers to the quiz!

CONGRATULATIONS!

ACCOMPLISHMENTS			
DARREN WONG	First Solo	C-172	CFI PETE ENGLER
ROMAN CHAVEZ	Private	WARRIOR	CFI RICHARD GARNETT
CHEE WONG	Private	C-152	CFI TOMAS MARTINEZ
DARREN LEE	Private	C-152	CFI CHRIS ROTH
DEREK LOW	Private	C-152	CFI JOE DEL RIO
WIDI TJIU	Instrument	C-152	CFI RICHARD GARNETT
ALLESANDRO MENEGARDI	Commercial Single	ARROW	CFI RYAN DAVIS
STEVE FORKEL	MEI	SEMINOLE	CFI RICHARD GARNETT

CONGRATS to JUNGKU LEE, top CLUB CFI for September, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and TOMAS MARTINEZ !

TOP GUN AWARD goes to JI HO LEE for logging the most flight hours in club aircraft in September! Runners-up were CHEE WONG and DEREK LOW!!!

Congratulations to JEFFREY ROCK on his appointment as DPE for Private, Instrument, Commercial, single-engine and multi-engine checkrides!

TOTALLY HONORABLE MENTION to a trio of ace aviators: CHEE WONG, DARREN LEE and DEREK LOW blasted through their private pilot certification in record time, 82 hours and 30 days, 61.7 hours and 26 days, and 63 hours and 27 days, respectively!

Congratulations to Long Beach Air Charter Chief Pilot Hank Surface on successfully passing his 6 month 135.297 checkride with the FAA!

Congratulations to Sarah Walter, who was recently awarded a scholarship for her Instrument Rating!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated!

NEW & REJOINED CLUB PILOTS! WELCOME!



- CLIFFORD ALLEN
- CAMERON COLLINS
- KEVIN FLORES
- ALEXANDER GERICKE
- BRIAN HERSCHER
- DANIEL JOHNSON
- HEE SUE KIM
- ROBERT LEE
- BRYAN MARKS
- JOHN MILLER
- LUIS NIETO
- MICHAEL PRITCHARD
- DANIEL QUENTIN STEWART
- MISAKA TOBITA
- CHRIS WITTS

CALENDAR

Oct. 15:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
January 22, 2012:	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!
October 29:	HANGAR TALK! 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.
November 6:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
November 12:	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.
October 25, 2011 & October 26, 2011	DON'T LET LGB GO CLASS C!!! Informal airspace meetings have been scheduled from 6 until 9 p.m. at the Holiday Inn Long Beach Airport, 2640 N. Lakewood Blvd., Long Beach, CA 90815. For more information call 562/597-4401.
October 16:	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.
November 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 an inspirational and educational hour!
November 5:	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

ANSWERS:

- 1) If you answered (d) then you are correct. A according to FAR 91.151(b), you may not begin a night VFR flight unless you have enough fuel to fly to the first point of intended landing and for at least 45 minutes beyond that point at normal cruising speed. For day VFR flights, the required reserve time is 30 minutes. Remember, these are absolute minimums. Professional and prudent pilots plan for a minimum of one hour fuel reserve.
- 2) If you answered then you are correct. AIM 8-1-2 recommends the use of oxygen above 5,000 feet msl at night, mainly to avoid significant deterioration of night vision. A lack of oxygen causes visual impairment because the rod cells, which give us night vision, require a lot of oxygen.



HAPPY OCTOBER BIRTHDAYS

- BRYAN AY
- PHILLIPS E. BARTON
- WALTER BENCH
- ROMAN CHAVEZ
- MARK CHOUINARD
- RICK DAVILA
- DARIUS FATAKIA
- HARVEY GABER
- ALEXANDER GERICKE
- STEVEN GILES
- ROGER GRETLER
- PAUL HARFORD
- BRUCE KERR
- SHAWN KRUMWIED
- MONA NAIK
- DONALD PARDEW
- DAVID C. PERRY
- MICHAEL PRITCHARD
- WIDI TJIU
- ERNESTO TORRES LEON
- DAN YESSMANN

CLASS C AIRSPACE OVER LONG BEACH NOT JUSTIFIED by AOPA ePublishing staff July 12, 2010
 (submitted for the FAA proposal 2010; applicable to the 2011 proposal)

The Los Angeles area contains some of the most complex and congested airspace in the country. Establishing new controlled airspace in the midst of it may harm, not help, flight safety in the area, the FAA said in a 1991 Federal Register notice. Nearly 20 years later, the FAA is again attempting to establish Class C airspace to improve safety. The agency is proposing to change Long Beach/Daugherty Field's Class D airspace to Class C. Under the proposal, general aviation traffic would be forced into narrower passages to remain clear of the new airspace, decreasing safety in the area, AOPA told the agency in formal comments. The FAA withdrew a similar plan in 1991, saying that the Los Angeles Basin is so complex and congested that a review of the entire metroplex was needed. AOPA reminded the agency of its earlier decision and urged it to review the Los Angeles basin as a whole instead of evaluating the Long Beach airspace in isolation.

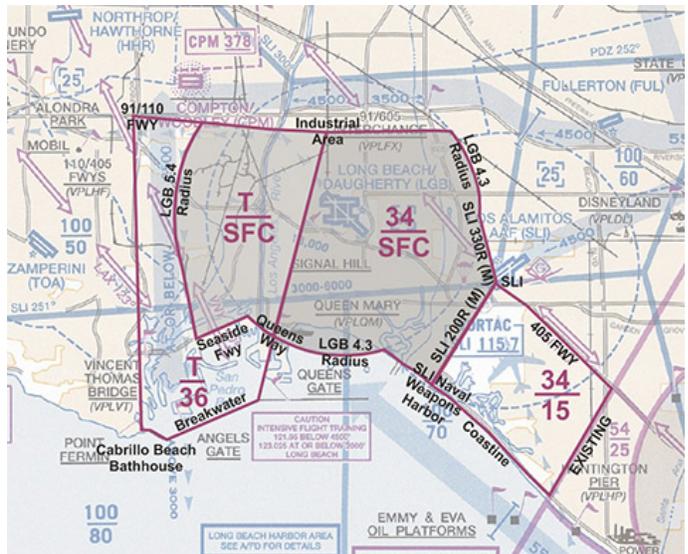
After reviewing air traffic data obtained through the Freedom of Information Act (FOIA), AOPA found that the only recurring safety issues identified all stemmed from Traffic Collision Avoidance System (TCAS) alerts between two aircraft operating under ATC control—something that Class D airspace should already prevent. The reclassification from Class D to Class C airspace at Long Beach will not enhance safety or mitigate the TCAS alerts that are being used as the justification for the airspace change, AOPA shared in comments.

“The establishment of additional, non-standard controlled airspace would increase the complexity of the airspace and cause a decrease in overall safety for the entire area,” wrote AOPA Manager of Air Traffic Services Tom Kramer. “Pilots will be forced to spend even more time ‘heads-down’ in the cockpit trying to ensure that they remain clear of controlled airspace, are communicating on the right frequency, and are on course to their destination.”

The FAA acknowledged the need to look at the area as a whole in 1991 when it withdrew a proposal to establish an airport radar service area, a precursor to today's Class C airspace, over Long Beach.

“Without question, the Los Angeles Basin airspace is more complex and congested than it was in 1991,” AOPA wrote. “Rather than address the issue in isolation, AOPA recommends that the FAA follow the advice they delivered in 1991 and take a comprehensive approach to the entire Los Angeles area. The airspace over Los Angeles is so complex that a solution cannot be successful without taking the entire airspace into account.”

Multiple organizations and pilots groups, including the California Pilots Association, have submitted comments to the FAA regarding the proposal. AOPA encourages pilots to submit their own formal, written comments.



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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.

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