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**MAY 2012** **HAPPY MEMORIAL DAY!** **EDITOR C. ROBINSON**



## WHAT'S UP? BE AN AMBASSADOR FOR AVIATION

In the last month, headlines have been peppered with issues that are casting aviation in a negative light.

First there was the "pilot" that attempted to steal an aircraft at gunpoint from Compton airport:

*Authorities say an armed man tried to steal a small plane from a Los Angeles County airport, but his flight was foiled by a chain connecting the aircraft to the tarmac. A sheriff's statement says 25-year-old Troy Daniel Long, attempted to steal the two-seat Cessna 152 on Friday from Compton/Woodley Airport, where he'd been a student pilot. Airport employees said Long entered the airport office and began taking keys for airplanes, then pulled a gun on them when they tried to stop them. When deputies arrived they found Long revving the engine as the plane lurched and bucked because it was chained to the ground. Deputies drew their guns and Long eventually surrendered. He was turned over to FBI officials, who booked him on suspicion of aircraft piracy.*

For one thing, the fact that he had a student pilot certificate didn't make him a pilot. He is simply another criminal and the fact that he just happened to be trying to steal an aircraft caused the incident to be fodder for headlines. "Aircraft" is the word that the press loves to use to promote readers and viewers.

Then there was the new-and-improved underwear bomber. Forgive the skepticism, but the one-year anniversary of Osama's death came and went without a hitch. It reads a little like a Wag the Dog plot. The timing on the release of intel on an undercover operation is suspicious. Keeping the public in fear of aviation is devastating to our industry, much less to the national economy.

There are constantly headlines and rumors that General Aviation doesn't stand a chance of survival in the current economic climate. I don't mind being obnoxious so I always point out, interrupting if the diatribe is a public speaker, that LBFC flight hours were up 23% in 2011 over 2010. Sometimes the negativity is to get a perceived better use for airport properties that could have larger, more immediate returns financially. General Aviation's contribution to their communities and the economy are far-reaching and substantial.

Last month, the Alliance for Aviation Across America, [www.aviationacrossamerica.org](http://www.aviationacrossamerica.org), a non-profit, non-partisan coalition of over 5,800 individuals representing businesses, agricultural groups, FBOs, small airports, elected officials, charitable organizations, and leading business and aviation groups that support the interest of the general aviation community across various public policy issues, sent correspondence to the White House, in part:

*General aviation represents a critical connection to economic opportunity and global markets. What's more, general aviation plays a crucial public role every day through crop protection, disaster response, law enforcement, or critically needed services such as blood, organ or patient transportation.*

Let's face it. Pilots aren't necessarily in aviation for the riches and fame that comes along with the turf. Pilots are in aviation to fulfill a dream, to expand the limits of their lives beyond the two-dimensional world that non-pilots live in. All pilots need to promote their profession, and marketing the opportunities that aviation brings to the public at large. Be an ambassador to aviation and educate those that are earthbound with the facts and not the hype in the headlines.

## CONDITION OF THE WEST RAMP

Pilots need to be extremely vigilant when operating on the west ramp. The asphalt is in terrible condition and could cause damage to you and/or the aircraft if attention is not focused on the problem at hand. On the south side there is a sink hole that is getting deeper with each rain. The asphalt is airport property and has been scheduled for repair, and subsequently cancelled from the airport maintenance plan several times. We've been told point-blank that there are more important problems on the airfield. We'll keep working on getting the problem solved. Thank you for your diligence in the mean time.

Also, there is now a helicopter based at the opening of the west ramp. As the helicopter departure profile takes it directly into tower's airspace, the initial radio transmission is directly to the tower frequency. There may be no warning to aircraft operating on the ground control frequency so exercise caution when the helicopter blades are in motion.

## CHANGES IN THE AIR

The current Airport/Facility Directory Southwest (April 5 - May 31, 2012) has a few changes to note in the directory legend: (1) In the section for runway surface and length, the abbreviation for temporary metal planks coated with nonskid material has been changed from AMS to AM2 (usually would not be of concern to club pilots, but may be a solution to the problem, see "Condition of West Ramp"). (2) in the section for runway lighting, the term "lead-in lighting system," abbreviated as "LDIN", has been changed to "runway lead-in lighting system," abbreviated as "RLLS." In the A/FD chart bulletin for the practice area at Santa Paula, additional frequencies for approach control into Van Nuys and Burbank were added. It defeats the purpose of our air-to-air position reports to maintain our own separation. We are working to have the frequencies omitted in a future A/FD publication.

Another change in the air is a NOTAM for LAX Class D airspace not in effect until the LA TAC Edition 65 is published in June. You may recall that LAX Class D was added on the current TAC last December to add airspace north and south of LAX for further separation from Class E operations below the Class B airspace; However, the delineation of the D airspace were incorrect and will be corrected on the next edition.

## UPDATE ON LGB RUNWAYS 16L/R

On December 13, 2011 the Long Beach City Council unanimously approved a geometry study for LGB.

Airport Director, Mario Rodriguez told the Long Beach Gazette, "There are two runways that get very little usage because they are not lit and not instrumented, so they are visual runways only," he explained. "Those runways would be nice to have if you have an unlimited amount of money, but the world doesn't work that way. Those runways cost \$1.3 million per year, and they are barely used. Eliminating one or more of the runways could make room for more commercial development."

We are gathering data for defending the needs for these runways so if you have any experiences please pass along information about your experience and include the date and time. Thank you!

## LGB CLASS C STUDY CONTINUES

At the April 10, 2012 meeting of the Airspace User's Working Group it was reported that results and recommendations from the information gathered from the two informal airspace meetings held on October 25 & October 26, 2011 at the Long Beach Holiday Inn is being sent to the Western-Pacific Region FAA for further analysis.

For information about Class C airspace (from the FAA's perspective) through January 2012, check out [www.LGBclassC.org](http://www.LGBclassC.org).



| ACCOMPLISHMENTS           |                   |         |                     |
|---------------------------|-------------------|---------|---------------------|
| KYUNG SUNG BAE            | First Solo        | C-152   | CFI RYAN DAVIS      |
| JEEKANG KONG              | First Solo        | C-152   | CFI RYAN DAVIS      |
| BING-HENG HSIEH           | Private           | C-152   | CFI CHRIS ROTH      |
| RANDY CHRISTIAN PARDEDE   | Private           | C-152   | CFI CHRIS ROTH      |
| ERIC HEIGIS               | First Solo        | C-172   | CFI DON MYHRA       |
| HYUNG SUN CHOI            | Private           | C-172   | CFI RICHARD GARNETT |
| YULIAN HOSPI LUCKI YANUAR | Instrument        | C-172   | CFI RYOTA SUZUKI    |
| YONHO CHO                 | Instrument        | C-172   | CFI RYOTA SUZUKI    |
| ONO NOBUYASU              | Commercial Single | C-172RG | CFI ABHISHEK MUDGAL |

**CONGRATS** to RYOTA SUZUKI, top CLUB CFI for April, logging the most hours of dual given in club aircraft! Runners-up were TOMAS MARTINEZ and CHRIS ROTH!

**TOP GUN AWARD** goes to JO WON SEO for logging the most flight hours in club aircraft in April. Runners-up were YONHO CHO and WOOSUNG PARK !!!

**ALUMNI UPDATE:** We recently got an update on the whereabouts of Joe Clements – he currently is flying, “as a Captain a Hawker 850X based in Jeddah, Saudi Arabia. This part 91 flight department operates throughout, the Middle East, the Mediterranean, Europe, Asia and the United States.” He has “had the opportunity to travel to various parts of the globe, including all the mountain airports of the rockies, the island airports of the Caribbean, and Hawaii. I have flown all throughout Mexico and Central America, Canada and several North Atlantic destinations.” In addition to Hawkkers, his corporate type ratings include the Challenger 601, and the Beechjet 400A. Prior to his current gig, he flew a Kazakhstan-based Hawker 900XP throughout Russia, Europe, Asia, India, and the Middle East. His extensive career path includes a stint as the Chief Pilot of a part 91 flight department based in Orange County California (SNA), flying a Hawker 800XP during which he had several flights between the mainland USA and Hawaii. He also has spent as a captain for Raytheon Travel Air/ Flight Options, flying the Hawker 800XP, Beech Jet 400A, and the King Air B200. Operations included North/South and Central America, Canada, Mexico and the Caribbean. Quite impressive!!! We appreciate the update! (PS, Joe hung with us at the club from 1991-1992)

**ALUMNI UPDATE:** Our favorite Aussie, Marco Enriquez, reports he has landed a First Officer position with American Eagle in the Embraer ERJ, which American Eagle owns or leases nearly 200 such aircraft. With his Miami base and guaranteed pay for 70 hours per month, he usually flies 30 to 40 hours per month and then spends his free time sitting on South Beach! American Eagle also operates ATR 72-200 and the Bombardier CRJ700, bringing the total aircraft in operation to nearly 300. Marco joined LBFC in 2010 and blasted through his instrument rating, commercial-single and commercial-multiengine ratings with CFI Richard Garnett. Marco was in the top three for hours flown in April 2011. Congratulations again, Marco! Keep in touch!

**CALENDAR**

|           |  |
|-----------|--|
| June 15:  | Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, <a href="http://www.flabob.org">www.flabob.org</a> .   |
| July 31:  | 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, sandwiches, fruit and dessert, beginning at 6:30 PM with the program beginning at 7:00 PM. Everybody is welcome to attend -- we hope to see you there! This meeting will count toward CFI credit for this month!  |
| June 9:   | Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, <a href="http://www.aerospacemuseum.org">www.aerospacemuseum.org</a>   |
| June 2:   | 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 8:   | Catalina Aero Club Display Day. DISPLAY DAY FLY-IN Saturday, 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: 714.751.9420.  |
| June 9:   | Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: <a href="http://www.whpsafety.org/display.html">www.whpsafety.org/display.html</a>   |
| June 2-3: | 2012 Wings Over Gillipsie Air Show. Contact: <a href="http://www.ag1caf.org">www.ag1caf.org</a>  |
| May 20:   | Brackett Field (POC) Third Sunday Antique Aircraft Display — classic cars, and biplane rides. FREE. Fly ins welcome, historical sign offs. Restaurant on-site. Plenty of airplane and vehicle parking. 10-3PM. Contact Yvonne, 626-576-8692.   |
| May 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!   |
| May 27:   | Agua Dulce Airport BBQ & Fly-In from 1100 am to 2:30 pm. A wide range of modern and vintage aircraft often fly into Agua Dulce Airport (L70). All planes welcome -- Fly over for some great Texas style barbecue, the trimmings, friends and fun. Awards to aircraft in antique, classic, contemporary and homebuilt classes. Cost: \$5.00. Info: <a href="http://www.airnav.com/airport/L70">www.airnav.com/airport/L70</a> or <a href="mailto:dulceair@sbcglobal.net">dulceair@sbcglobal.net</a> . |
| June 1:   | 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!**



- NATALIE ALISON
- CURTIS BRENNAN
- DONALD CERVANTES
- SHAWN GILL
- SAMUEL HIRSCHMANN
- NICHOLAS HUGUET
- MICHAEL LUTHER
- CHRISTINA MARTI
- VICTORIA MENA
- COREY MOLINA
- RANJEET RAJAN
- ANDREW ROSTRON
- LUC TSCHACHTZI
- EDUARDAS URBONAS



**HAPPY MAY BIRTHDAYS**

- HECTOR AVILA
- WILLIAM AZZALINO
- SUSAN BAKER
- JOHN BARBOUR
- MIKE BEAUVAIS
- DAVID BROOKHYSER
- FRANKLIN CASTILLO
- PRIYAN DEVAPRIYA
- DHAFIE RAMADHAN
- TIM ENGEL
- JUAN J FLORES
- ROGAN GIRARD
- DAVID GLENDAY
- MARVIN GRANGER
- BING-HENG HSIEH
- HEE SUE KIM
- KWANG IL LEE
- ROBERT LEE
- JOE LORENZEN
- YASH MEHTA
- ROBERTO OBANDO
- THIRU PURUSHOTHAMAN
- ANDREW REKER
- JOHN RINGEL
- NICHOLAS RUSSELL
- WILLIAM STROUD
- DON TERRY
- MIGUEL TORO
- PHONG TUAN VU
- DAVID WILCOX

**All pilots need to remember that they, indeed, are ambassadors for all of general aviation any time they take a new passenger into the sky.**

**Making sure you provide a good "first taste" of flight is an important responsibility. Try to anticipate the anxiety and nervousness the newcomer may experience. All that's so comfortable and familiar to the rated pilot -- the sounds, bumps, sights, smells, and other little things pilots don't notice anymore -- can be sources of worry and fear for new passengers.**

**A quick flight to another airport is a way to give the passenger a good ride without excessive turns and maneuvering. Also, the trip will showcase the utility of flight. Most effective is to let them realize this on their own. "We're Chino already? It takes forever by car!"**

**Pilots who want to impress their passengers will accept the responsibility and become an effective ambassador for general aviation. When the challenge is met with success, the pilot's satisfaction will come from the smile on the passenger's face at the end of the flight as he asks, "When can we go again?"**



**Download this brochure to share with your earth-bound friends.**

**<http://www.aopa.org/info/take-em-flying.pdf>**

**Be an Ambassador for Aviation!**

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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.

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