



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



WE FLY  
WITH  
CARE ...  
now,  
more  
than  
ever!

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321  
visit us: at [www.lbfflying.com](http://www.lbfflying.com) email: [Lbfflying@yahoo.com](mailto:Lbfflying@yahoo.com)

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 2012**

**HAPPY 4TH OF JULY!**

**EDITOR C. ROBINSON**

EDITORIAL



## WHAT'S UP? LOS ANGELES TERMINAL AREA CHART CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective June 28, 2012. Some of the changes we found:

### 1. On the chart legend:

- A mysterious phrase has been added: "OBJECTIONABLE—Airport may adversely affect airspace use." Doesn't make any sense at this time.

### 2. On the navigation side:

- Several areas have been changed in an attempt to correct the delineation of the LAX Class D airspace. (The December 2011 chart added airspace north and south of LAX for further separation from Class E operations below the Class B airspace; using Class D was the quickest way to add additional airspace). Also, HHR Class D and E airspace has been revised. The result enclosed Compton with Class E airspace to the surface. With the Class D and E changes, the dashed lines to depict the airspace boundaries have become nearly impossible to "connect the dots". Near TOA, there is a triangle of airspace that indicates two ceilings of Class D, up to and not including both 2400 feet AND 2500 feet. It is impossible to determine if the dual ceilings are for TOA, HHR or LAX Class D airspace. Even using the less cluttered flyways side of the TAC provided no help—both sets of dotted lines point to the same triangle. How can the same type of airspace have a multiple ceilings?
- AWOS-3 frequencies have been added for Whiteman and Compton Airports.
- Three obstructions were found on the new chart: (1) Soledad Pass, (2) near LA Habra Flight Training area, and (3) between Redlands (REI) and March ARB (RIV).
- The symbol for LAX VORTAC that had mysteriously disappeared from Edition 64 has been returned.
- A wildlife sanctuary in southwest corner of the TAC has (1) added a website reference for airspace information, (2) added an altitude warning for sanctuary over flight, and (3) added the symbol for a national park/wildlife refuge.
- Perris Valley (L65) CTAF has been changed to 122.775.

**On the flyways side** of the chart: all changes noted for the navigation side of the chart, if applicable, were incorporated.

Take additional care when operating around the new Class D and E areas until we have more information about the boundaries. Also, in a trend to simplify the names of visual checkpoints, the TAC now has two "shopping centers" (one each near BUR and CNO) and two "amusement parks" (Knott's Berry Farm and Magic Mountain).

If you find any other changes on the Los Angeles Terminal Area Chart, please let us know!!! For a graphical representation of the chart changes, checkout our website, [www.Lbfflying.com](http://www.Lbfflying.com). Check your flight cases to make sure you have the most current Los Angeles terminal area chart!

## LETTER TO THE EDITOR

The club recently received an email from a club pilot expressing his disappointment with the lack of a comprehensive, FBO-independent, systematic process in GA to make it easier for renters who are checked out at organization "A" to rent from organization "B" without undergoing a separate aircraft checkout from organization "B". Per [www.ainonline.com/aviation-news/2012-07-05/openairplane-solves-rental-checkout-dilemma](http://www.ainonline.com/aviation-news/2012-07-05/openairplane-solves-rental-checkout-dilemma), the club pilot felt it would benefit everyone for Rental Organizations in the SoCal area to support and participate in OpenAirplane's standardization and evaluation programs.

*We looked up the website and saw that the entrepreneurs promoting OpenAirplane have some very good ideas for getting more pilots into more rental aircraft. We will be watching their progress as they obtain funding and cooperation from aircraft insurance providers. The company expects to be up and running "later this year." Until they complete their due diligence, there's not much individual flight schools can do. Even if the aircraft rental provider's insurance doesn't explicitly state that an aircraft checkout is required, be assured that it is the first thing that they want to see in the case of an aircraft incident! OpenAirplane is undertaking an enormous task, more as their business plan unfolds.*

## LAX CLASS D AIRSPACE ACTIVATION

This message is from LAX tower for wide dissemination to all pilots in Southern California reminding them of the new LAX Class D airspace which goes into effect this Thursday June 28, 2012. Could you please distribute the following information along your networks:

Beginning June 28 2012, LAX Class D airspace will be activated north and south of LAX airport. This Class D airspace is adjacent to LAX Class B airspace and SMO Class D airspace. South of LAX, the Class D is adjacent to HHR class D airspace. Due to the close proximity of these multiple regulated airspaces, pilots are urged to use caution and contact the proper control tower to gain access to the requested airspace.

Pilots are reminded to remain clear of LAX Class B at all times unless given specific clearance by LAX tower to enter. You must hear the transmission; "cleared into/thru/out of" Class B airspace prior to entering, if unsure, verify your clearance with the controller prior to entering the airspace.

To gain entry into LAX Class D or Class B, contact LAX tower on frequency 119.8 to establish communications. Pilots should be familiar with Class D and Class B airspace by referring to local navigational charts. Also, pilots should refer to the A.I.M. for information dealing with the above mentioned airspace. Thank you for your assistance in getting the word out to the local pilots.

If you have any questions or comments please contact me. Also, if you have any local pilot meeting arraigned in the Southern California area, I would be happy to attend and answer questions for pilots operating in the LAX basin.

Sincerely, Elliot Brann, Air Traffic Controller LAX Tower, Support Specialist, LAX Tower, 310-342-4944, "When once you have tasted flight, you will forever walk the earth with your eyes turned skyward; for there you have been, and there you will always long to return." -Leonardo da Vinci.



4<sup>th</sup> OF JULY SPECIAL!

FOR A LIMITED TIME, put \$1,000 on account and get an extra \$50 credit on your account!

Account must be current (no monies owed), aircraft will be charged the cash rate, and in the event any refund is requested the \$100 credit will be rescinded. For advances using cash, check or travelers check, aircraft will be charged the cash rate. For advances by credit card, aircraft will be charged at the credit rate. Sorry, retroactive not available!

Limit one per pilot. Only 20 will be sold. Offer begins July 2, 2012.





ACCOMPLISHMENTS			
DAI VU	First Solo	C-152	CFI DON SWETT
PATRICK HAZELL	First Solo	WARRIOR	CFI DON SWETT
BING-HENG HSIEH	Instrument	C-152	CFI CHRIS ROTH
ROBERT GARRETT	Instrument	C-172	CFI JOE DEL RIO
ABHISHEK MUDGAL	CFII	C-152	CFI HAJIME NAKAMURA

**CONGRATS** to RICHARD GARNETT, top CLUB CFI for June, logging the most hours of dual given in club aircraft! Runners-up were MONTY GROUTAGE and RYAN DAVIS !

**TOP GUN AWARD** goes to SUBYUNG LEE for logging the most flight hours in club aircraft in June. Runners-up were BING-SEYOUNG PARK and MATTHEW CHICOINE !!!

**FOLLOWUP:** To paraphrase Sally Field’s 1984 Oscar speech, “You read the newsletter, you really, really read the newsletter!” We got some feedback from last month’s article, “Recently Posted On Ntsb.Gov.”

To clarify, the scenario to compare 5 percent over gross weight in a light single-engine aircraft to that of a King Air was to show that weight and balance analysis has to be considered for each and every flight. For the King Air, 5 percent of the gross weight is much more weight than 5 percent of the gross weight of a C-172. But it is significant in the performance of the aircraft, is never acceptable and is completely avoidable.

The other response we received offered additional technical information, “The main thing that caused the crash was fuel contamination. The airplane has auto igniters and auto feather. The left engine kept quitting, and the igniters kept re lighting it, hence the balls of blue smoke coming out. Also every time it quit, the engine would go into auto feather, then try to come back out causing all kind’s of weird noises. Bottom line is that in our basic training in Multi engine aircraft, if you lose directional control, you cut or reduce power and if possible land. He could have landed on the grass when he started to turn left but elected to fight an airplane that was trying to tell him something. Very very sad. They will probably say over gross was a contributing factor. This is an example of blatant pilot error. (Not draining the fuel sumps, flying over gross, and improper procedures). It took me many many heated conversations with my boss to make them understand that airplane’s have limitations. When I was flying the 421 my boss would argue, if you can’t fill every seat and carry baggage and full fuel, why did the factory install all those seats ???? ... P.S. Hope all is going well!

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

**NOTAM:** The Redbird TD2 BATD is certified and ready to log instrument currency!!!

**CALENDAR**

August 18:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, <a href="http://www.flabob.org">www.flabob.org</a> .
July 25:	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!
August 12:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, <a href="http://www.aerospacemuseum.org">www.aerospacemuseum.org</a>
August 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> .
August 11:	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.
August 12:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: <a href="http://www.whpsafety.org/display.html">www.whpsafety.org/display.html</a>
Oct 10-13:	AOPA Aviation Summit 2012! Palm Springs, Oct 10th parade of planes from PSP to Palm Springs Convention Center, Summit Oct 11-13, <a href="http://www.aopa.org/summit">http://www.aopa.org/summit</a>
August 19 :	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.
August 29:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!
July 29 :	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> .
August 5:	2nd Annual EAA Fly-In and Model Expo, CPM. EAA Chapter 96 is returning with even more excitement than last year. Gates open at 9 a.m. and we are a cheap date.... \$3/person for age 10 and up. Under 10 is free, Fly-In’s are welcome before 10 a.m. Contact: <a href="mailto:DLord@SempraUtilities.com">DLord@SempraUtilities.com</a>
August 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!**



- ERIC ABREGO*
- ABDULRAHMAN ALMUTLAQ*
- THERESA AMENHEN*
- EDDIE CHAO*
- THOMAS CIACCIO*
- FABIO CRESCIMONE*
- CHRISTOPHER DEJONGH*
- NATHANIEL KERNIK*
- TAYLOR MALLIN*
- MAURICIO MANZANO*
- KYLE MCCLELLAN*
- LISA MCCLELLAN*
- MAZHARKHAN PATHAN*
- WALTER SAUNDERS*
- CHRISTOPHER THOMAS*
- LUIS VAZQUEZ*
- ADAM WHITE*



- HAPPY JULY BIRTHDAYS**
- ERIC ALFORD*
  - CAM BARNES*
  - DAVID BOWDEN*
  - JULIE CHRISTINE CABAN*
  - MATTHEW CHICOINE*
  - THOMAS CIACCIO*
  - SEAN CUSSEN*
  - MAXIM ESHKENAZY*
  - WILLIAM FINKEN*
  - ROBERT GARRETT*
  - ANDREW GROVER*
  - RUWAN GURUGE*
  - AXEL KOLLESBERGER*
  - RUDI LIMICH*
  - ROBERT MARSH*
  - JOE NALBACH*
  - ONO NOBUYASU*
  - CHRISTOPHER ROWE*
  - CHESTER SEVILLA*
  - RYOTA SUZUKI*
  - ALEXANDER WAHER*
  - RUL YACOB*



Hi Candy up here in the land of ice and snow we started flying again it warmed up to a balmy - 10F. Read your two articles on flying in snow and we generally call those 2 people bad statistics. The young CFI needs to read the rules on flying. The FAA has many rules and Advisory circulars about contaminated wings. The rule is basically if any snow ice or frost is on your aircraft don't fly until it's removed.

Attached a short article on flying in Alaska you might like and a picture of Dr. Jessica Cherry and my self Forest Kirst (we're both commercial pilots) and our working plane. We regularly fly for business and pleasure in Alaska year round. The article I wrote after we landed one day here in Fairbanks. The picture was snapped after the mission. We were flying a FLIR and digital cameras and Synthetic Aperture Radar.

**FOREST KIRST**  
Commercial Pilot CFII

### Time Warp

I walk out of the hanger door a little after 8 AM. The sun is just rising and glints off of the row of DC-4s and -6s across the ramp. The snow crunches under my feet--its minus 20 degrees Celsius. I look over at El Predator--the scientists are making final preparations for my Navion's flight, science mission, low level mapping, disconnecting the ground power and such. I hear the staccato of radials crackling in the cold air and turn to look. It's a DC-6 running up while taxiing. She turns onto Runway 20 Right. The throttles advance and everyone stops and watches the slow takeoff, roll and climb. It's almost deafening in the cold crisp air. Fifty feet and gear's up. Graceful climbing, left turn, she's overhead at 300 feet and slowly disappears to the west, hauling fuel to a village.

Back to the job at hand. Finish my preflight, start the engine--the 225 purrs like a kitten--run her up and we roll out on Runway 20 Left. Power up, airborne, gear up, flaps up, power 22 inches, 2300 RPM. We level at 600 AGL. Jessie calls for pod power on. Jessie says all GPSs are running, IMU is good, Infrared good, digital cameras good, computers up and running. Its 2012 ...

=====

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](http://www.LBFlying.com) or Email [shirts@Lbflying.com](mailto: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.

=====

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!

=====

### 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!

=====

### DISCOVERY FLIGHT

\$99 for one, two or three in a C172 or Warrior

*Fly with an FAA Certificated Flight Instructor - you fly the aircraft!*

=====

### 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

=====