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JUNE 2013

HAPPY FLAG DAY!

EDITOR C. ROBINSON



WHAT'S UP? SMO'S WOES

From "Fighting Back at SMO", <http://www.rapp.org/archives/2013/05/fighting-back-at-smo>

The Santa Monica city council voted unanimously last week to increase the landing fees at the Santa Monica airport (SMO) by about 250%. Even some based at the airport feel the battle is trending badly for SMO's continued viability. It's scary to think of the precedent this sets for other airport operators. The fee change also removed the based-aircraft exemption — pilots based at SMO will soon be dinged for every single landing. These new fees are sure to weigh heavily on flight schools, if not cause their outright failure. Without them, the maintenance shops, restaurants, and other tenants will suffer as well. With traffic at the airport already down 50% from last decade, it's hard to see how a steepening downward spiral could be avoided. I'm sure the Santa Monica council members will watch gleefully, awaiting the day when they can bulldoze large X's in the runway, Daley-style.

NBAA has issued statements detailing specific legal issues with the landing fee hike. And AOPA claims the city is justifying the need for the massive fee hike with dishonest accounting:

The city says the higher fees will cover the airport's operating expenses, including those for city-provided services such as insurance, risk management, and accounting support; and capital expenditures that are allocable to the airfield area.

But the financial data provided to the aviation community is unclear and does not appear to validate the need to increase revenue, said Bill Dunn, AOPA's vice president of airports. "The city is not including income from ground leases, fixed-base operator fees, tie-down, or hangar fees as airport income against costs of airport operation," he said. "And since Santa Monica has decided to not accept future federal grants, all runway, taxiway, and airport developments are now self-funded."

Another problem with the proposal is that it removes the exemption in place for aircraft and businesses based at the airport, including flight schools, said Dunn. Local tenants already provide significant financial support to the airport though payment of taxes, hangar rents, and land leases, as well as fuel flowage fees. Transient operators do not, noted Dunn.

The city has a long record of seeking ways to restrict and reduce operations at the airport, said Dunn. "The record of city efforts to restrict is in the form of public meetings of city council and the Santa Monica Airport Commission, as well as reports in local newspapers and anti-airport groups," he said. "Therefore, it appears to AOPA that the city is undertaking a very specific plan to create an economic disincentive for operators at the airport, including flight schools that will be charged for every touch-and-go operation."

Is there anyone outside the aviation industry who recognizes the importance of America's aviation infrastructure. While China is busy building airports as fast as they can, we occupy ourselves by closing down runways in the very places they're needed most. This should concern every American, whether they're directly involved in aviation or not. A municipality choking a vital reliever airport like Santa Monica is no different than tearing out a section of interstate because they don't like the noise, pollution, or traffic it generates. It simply makes that entire transportation system less valuable for everyone, regardless of where they're located. A town's decision to rip out chunks of a railroad or national highway would not be tolerated. Why is it allowed where runways are concerned? Just as cars are useless without road, airplanes are worthless without airports.

On paper, Santa Monica should not be able to close the airport at all. The land the airfield sits on was deeded to the city by the Federal government under the Surplus Property Act. The land grant contains a clause which states that the city must continue to operate the airport in perpetuity. Should that ever fail, the land automatically reverts to the Federal government. In theory, this clause should keep the aviation infrastructure intact by preventing random airport closures. One needn't look any further than Chicago's former Meigs Field to see that enforcement has been lacking, and now the city leaders in Santa Monica are talking openly of using Chicago's lawless, gangland-style disposal of Meigs as a brilliant example to follow.

It seems clear that if SMO and other airports are to be preserved, those who recognize their worth must fight back against this precedent. Far from being powerless, there are many things that can be done. I'm sure some of these ideas are already in progress, but here are just a few:

1. First and foremost, legal action by the FAA is needed, backed up by the California Pilots Association, AOPA, the Association of California Airports, the Friends of Santa Monica Airport, and others. Also, the city should be made to understand that any attempt at closure will result in the land reverting to the ownership and control of the Federal government under the Surplus Property Act.
2. I would love to see a serious recall campaign against city council members. Keep them looking over their shoulders rather than attacking one of the truly great and historic resources their city has to offer. If they want to play politics with the airport, why shouldn't it return the favor?
3. The Freedom of Information Act offers a fantastic way to dig up the real financial statistics for Santa Monica Airport, making it easy to prove that SMO is not the drag on the city's coffers that the council claims. From there, is it much of a leap to questions about the honest performance of their fiduciary duty?
4. The Social aviation community is a large one. Rallies — big ones — at the airport on a regular basis would be an ideal way to raise awareness of what's going on there and just how much the city stands to lose.
5. The Hollywood types who fly (Harrison Ford, Tom Cruise, Morgan Freeman, Angelina Jolie, Brad Pitt, etc.) should be appealed to directly for their personal assistance at council meetings, in the media, and elsewhere throughout Santa Monica. I'd love to see them go door-to-door if necessary. Their faces on billboards, meet-and-greets with them at SMO. You get the idea.
6. Major financial support is needed from AOPA's political action committee to help fund the above. In the same vein, boycotts of Santa Monica businesses by those who support the airport should be considered. Let them see how important and beloved SMO truly is.
7. Educational efforts toward the Santa Monica community about the benefits of the airport in the form of op-eds, flyers, public forums, and so on. Polls show that most residents of the city aren't opponents of the airport and don't rank it as a top issue. They're not the enemy. Once they understand how curfews, noise abatement flying, specific adherence to departure procedures, and other efforts are being made to minimize the impact of airport operations, they're likely to be even more supportive. The move toward quieter, more fuel efficient aircraft will only lessen that impact going forward. Quieter Stage 4 jets, hybrid and electric aircraft, new propeller designs, and LSAs help reduce the noise footprint of airport activities. Leaded fuels are on the way out — do they know that? Funding for housing upgrades (improved windows, soundproofing, etc) has been used around other airports, it might help at Santa Monica as well.

It would be a shame to see one of America's most historic airports fall by the wayside. That's where we're headed at the moment. Reversing the tide is possible, but it will require enough political pressure to make the city council see that their fortunes are better served by embracing SMO than digging it's grave.

LGB MONTHLY TOWER TOUR — THURSDAY, JUNE 20TH

Each month we will be taking a small group of our club members to tour the tower here at Long Beach Airport. The tower manager gave us some rules to follow and criteria to meet in order to be eligible to visit the tower:

- * Visitor must be a U.S. citizen
- * Must bring a valid government issued photo I.D. (valid CA drivers license will be fine)
- * No purses or bags
- * Visitor must have "business" with the tower; i.e. pilot that flies out of LGB or student pilot at LBFC

If you have any questions or wish to sign up for the June tower tour please call LBFC. We will only have about 6-8 people going per visit so it will be first come, first serve.

CONGRATULATIONS!

ACCOMPLISHMENTS			
YUKI TARIGAN	First Solo	C-172	CFIs VASANDANI/BEBENSEE
ANDREW DAVIDSON	First Solo	C-172	CFI RYAN DAVIS
TZU-CHIANG (JOHN)	First Solo	C-152	CFI CHRIS ROTH
TAKAYORI OSAWA	Private	C-152	CFI SANTIAGO SARABIA
EDUARDAS URBONAS	Private	C-152	CFI CHRISTOPHER BEBENSEE
DAVID GARCIA	Private	C-152	CFI SANTIAGO SARABIA
LING HSU	Private	C-152	CFI CHRIS ROTH
HUSSEIN SALEH	Private	C-152	CFIs SUZUKI/MUDGAL
DAVID BECKTELL	Private	C-172	CFI CHRISTOPHER BEBENSEE & CFI HANK SURFACE
ALI MOGHNIEH	Private	C-152	CFI RICHARD GARNETT
SUMESH VASANDAI	CFII	Warrior	CFI CHRISTOPHER BEBENSEE
DASUNI WEERARATHNE	Commercial Multi	Seminole	CFI CHRISTOPHER BEBENSEE & CFI HANK SURFACE

CONGRATS to ABHISHEK MUDGAL, top CLUB CFI for May, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and RYOTA SUZUKI !

TOP GUN AWARD goes to ALI MOGHNIEH for logging the most flight hours in club aircraft in May! Runners up were ZULFIKAR AHMAD and RIZKY YUWONO!!!

Congratulations! to HOSPI LUCKI YANUAR on achieving his Airbus A320 type rating!

FAASTBLAST CLARIFICATION

NOTE: LGB CLASS C WILL NOT BE ADDRESSED — THERE HAS BEEN NO NEW INFO

July 13, 2013 at 8:00 AM Location: Holiday Inn Long Beach Hotel 2640 N Lakewood Blvd Long Beach, CA 90815 Select Number: WP0549577 Description: Learn and stay safe with the BIG changes coming to the LA Basin. Topic: Surviving the Crowded Los Angeles Basin with NEW class C. Lunch and Parking is included! You Must Preregister to guarantee a seat! There is a FEE —Registration. To Register and for more information please visit: www.PilotSafety.org

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

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

MANY THANKS! To everybody that sent birthday wishes & flowers! I was not looking forward to having another birthday (though it beats the alternatives) ... but the day was awesome! Thanks again!

CALENDAR

JUL 20:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
JUL 30:	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!
JUL 14:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
JUL 7:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
JUL 13:	Catalina Aero Club 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.
JUL 14:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html
JUL 21:	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.
JUN 26:	★ Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. Guest speakers will be tower controllers from LGB, covering local area safety subjects, followed by a question & answer period. Everyone is welcome! Hope to see you there! ★
JUN 30:	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. Cost: \$5.00. Info: www.airnav.com/airport/L70 or dulceair@sbcglobal.net .
JUL 6:	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.
JUN 20:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
JUN 20:	LGB MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
JUL 9:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.

NEW & REJOINED CLUB PILOTS! WELCOME!



- ROBERT ARMSTRONG
- JINHO CHO
- GENE COCHRAN
- DANIEL DOUGLASS
- FRANCIS HUNT
- ERIC HWANG
- RILEY KUCERA
- FUMIYA MATSUMOTO
- JAMES NEU
- DUNG NGUYEN
- YUSTINUS RESKI
- MATTHEW ROWAN
- SATOSHI TATESHIMA
- RENE TRUJILLO
- RICHARD WIGFIELD
- MIGUEL YEX



HAPPY JUNE BIRTHDAYS

- KALISTA BASE
- KENNY BORONOWSKY
- KYUNG JIN CHO
- DANIEL COOPER
- SCOTT ELLWOOD
- DAVID FORTSON
- DARRIN GLENDAY
- MATTHEW GONZALES
- DONALD HAMMOND
- FRANCIS HUNT
- DONALD JACK
- PANCH JEYAKUMAR
- DANIEL JOHNSON
- CANDY ROBINSON
- ESTHER LIN
- JOHN SAMUEL MILLER
- GREGORY J. MYERS
- JAMES NEU
- DAVID OFFITZER
- ALEX ORLALE
- RYAN RALPH
- RAKESH RAVINDRAN
- JEFFREY ROCK
- JORGE ROJAS
- HUSSEIN SALEH
- HENRY SMITH
- MATTHEW SMITH
- JASON STONE
- TARI TARICCO
- ANTHONY VILLARREAL
- RICHARD WIGFIELD

LGB RUNWAYS 16L/16R
SURVEY

On December 13, 2011 the Long Beach City Council approved a geometry study for LGB. The study continues discussions about reducing safety risks at the airport, and will analyze the complex nature and taxiway system at LGB and make recommendations with an eye toward safety and reduction of risk.

The primary target of the study is whether Runways 16L/16R can be closed.

Both runways have been closed for long periods of time during the last decade, awaiting maintenance or to accommodate movements around areas undergoing maintenance.

Please help quantify the impact on general aviation flights if Runways 16L/16R are closed. Answer as many of the following questions that apply to your flight experience at LGB.

1. On average, how many flights do you have to cancel a month due to strong crosswinds on runways 25L/25R?

2. Do you wish to see LGB maintain Runways 16L/R as runways? Please explain: _____

3. Do you believe that keeping Runways 16L/16R open make the Airport more confusing/dangerous? _____ If yes, why?

4. Have you ever requested for 16L/16R (when not in use) because of wind conditions?
 No
 Yes, but was denied by LGB tower
 Yes, LGB tower approved
 Other: _____

5. Are you concerned about safety at LGB if Runways 16L/16R are closed? _____

6. Do you think the closure of Runways 16L/16R will affect pilot proficiency or training timelines? _____

7. Have you ever cancelled a flight due to crosswinds on 25L/7R and/or 25R/7L because:
 Intended flight included maneuvers could not be accomplished with crosswind (ie. short or soft field takeoff and landings)
 Passenger concerns/discomfort
 Maximum crosswind regulations for flight school exceeded (student pilots: maximum cross wind component 5 knots, 8 knots after pre-solo-cross-country phase check)
 Above maximum demonstrated crosswind component of aircraft
 Trending towards maximum personal limits for crosswinds
 Decided to postpone for better conditions
 Never
 Other _____

8. Are you concerned about your ability to maintain currency/proficiency without Runways 16L/16R? _____

9. Other Comments: _____

