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APRIL 2014

HAPPY EASTER!

EDITOR C. ROBINSON



WHAT'S UP? OVERSIGHT!

An article on economist.com reminds us that AMERICANS love to laugh at ridiculous regulations, like the "shut down of children's lemonade stands because the enterprising young moppets do not have business licenses." The article goes on to state, "But red tape in America is no laughing matter. The problem is not the rules that are self-evidently absurd. It is the ones that sound reasonable on their own but impose a huge burden collectively. America is meant to be the home of laissez-faire. Americans are supposed to be free to choose, for better or for worse."

Last month we conducted the required annual TSA recurrent training for CFIs; the following day we had our annual TSA inspection which took 4 1/2 half hours of administrative time. I had to excuse myself from the process so that my bad attitude didn't influence the outcome; due to Sue's life-saving persistence in figuring out the regulations, we passed with flying colors.

Also on the calendar for the month was the annual and 5-year inspection of the building's fire sprinkler system. Not only do we have the expense of monthly fire monitoring (the system ties into the fire department), but there are inspections, flushes and monitoring tests that have to be coordinated. One inspection, which has been required fairly recently, cost \$1675 plus in-house labor costs.

It seems too like government agencies are multiplying right before our eyes. An agency that was in charge of inspecting our proper removal of used oil, used oil filters and used tires has recently morphed into two: there is now a department in charge of only the tires, with the oil and filters left with the original inspector.

It would be really cool to do aviation-related stuff during the work day.

This month, the deadline is looming to file each aircraft's property statement -- missing the deadline to mail the form causes an additional 10% to be added to the value of the aircraft and 10% added to the amount of the property tax bill. Late with the actual payment in August, add more penalties and interest. The preprinted form has the n-number and owner's name and address. The form requires those three things be filled in (again), plus the manufacturer, model, year built, aircraft serial number, purchase date, purchase price (all of which could easily be included on the pre-printed form). The form has been around for about 10 years -- the first few years I filled in "on file." They weren't amused.

The next section requires rating the aircraft condition (new, good, average, poor): when purchased, current, interior and exterior. Damage history, yes or no; if yes, see instructions and attach statement. Last airframe overhaul date and cost (I'm confused), and the total airframe hours as of January 1. The engine section requires the engine make and model, engine year of manufacture, horsepower, hours since new, hours since major overhaul, and time between overhaul (TBO). The avionics section requires acquisition, cost new and condition (new, average or poor) if installed: RVSM, TAWS, EFIS, TCAS, NavCom #1, NavCom#2, transponder (mode A or C), glideslope, localizer, compass system/HSI, autopilot (plus number of axes), flight director, GPS IFR, radar altimeter, encoder, RMI, VLF, phone, radar, Loran, ADF, DME, air conditioning, boots, HF transceivers, and other non-factory avionics

Once, while a flight engineer for UPS on a 727 the lav valve had not been partially opened prior to takeoff (it wasn't on the checklist but I never forgot it again) and upon flushing (opening the valve), the blue water erupted like a fire hose. "What? And get out of aviation?" Okay, I'll quit complaining.

DEPOSIT FOR LGB TSA BADGE INCREASES

There has been a \$50.00 deposit for student pilots to obtain an AOA badge; the charge the airport will assess Long Beach Flying Club if the badge is not returned. This charge was increased to \$100 a year ago by the Long Beach city council. We just recently discovered the change.

Like the Brad Pitt movie, *Fight Club*, the first rule about LGB TSA is: You do not talk about LGB TSA.

This deposit will be refunded to student pilots after passing their Private pilot checkride and are eligible to sign for their own AOA badge.

CHANGES IN THE A/FD

The current Airport/Facility Directory Southwest (April 3 – May 29, 2014) has a few changes to note:

1. Special Notices

- A. Added "Model Aircraft Activity—El Toro, California: Model aircraft activity conducted 500' AGL and below, 0.5 NM radius of approach end of Rwy 25L. Closed MCAS El Toro, daily."

2. Chart Bulletins

- A. LA Sectional (94th Edition, 12 Dec 2013)
 - 1) Change CTAF 122.3 to 122.8 at French Valley Airport.
 - 2) VR 288 Deleted, VR 289 Deleted, VR 296 Deleted, VR 299 Deleted, VR 1211 Deleted

3. Airport Diagrams

A. Airport Diagrams Hotspots

- 1) LGB tabulated hot spot information has been changed, eliminating the hot spot designated as HS-1, and renumbering the remaining 6 hot spots. Per definition, hot spots remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

- B. The Long Beach Airport diagram has been updated to show the deletion and renumbering of the LGB hot spots.

FLIGHT TO SANTA YNEZ SUBMITTED BY BOB HARTUNIAN, BIG BEAR CORRESPONDENT

Our Big Bear Pilot's Association organized a wine tasting visit to Santa Ynez in early March, staying for 2 nights and trying various wineries of a hundred in the area. I have just over 1000 hrs of VFR flying but had never flown in that area near the coast before. My flight planning from the sectional map took me over Agua Dulce on the desert side of the San Gabriels and on to Santa Ynez. What I didn't realize was that there are some very high mountains directly in that path and relatively low valleys nearer the coast to avoid climbing over the peaks and then dropping to 700' on landing. So I learned something new on this trip.

I was flying VFR solo in my experimental Pulsar and requested flight following from Joshua Tree Approach over the desert near Hesperia. After passing Agua Dulce, I continued on and the terrain ahead got rougher and higher. I could see the lower valley nearer the coast but decided at that point to continue on direct and now I needed to climb above the 8500' cruise altitude to avoid the mountains. As I did so, I lost communications with ATC because of terrain. Climbed to 10,500', cleared the mountains and had to drop way down inland of Santa Barbara airport where I made contact with Santa Barbara Approach and into Santa Ynez. Upon landing, I discovered that ATC had called Santa Ynez looking for me as I had disappeared from their radar. All turned out well in the end but I learned that there were easier and safer ways to make that flight. On the return flight, I did come down along the coast, over Santa Paula, Van Nuys and Brackett to Big Bear from the LA Basin and it was a much better route. Will do that trip again the right way next time.

VOMIT COMET SUBMITTED BY RICHARD GARNETT

A few days ago, a student and myself had the mis-fortune of flying in a Piper Warrior in which a passenger had apparently gotten sick in the rear seat on the previous day. In spite of the pilot's best attempt of cleaning the rear carpet, our flight was barely tolerable due to odor and... well I will just leave it to your imagination... It was disgusting...

So some words of advice.... 1. Be aware that many non-pilots are not comfortable during many of the maneuvers that we consider normal. Anxiety, in conjunction with sitting behind the Center of Gravity, warm stuffy air and limited forward visibility during maneuvering is a recipe for motion sickness for many people. 2. ALWAYS carry a "Comfort Sack" and have it READILY AVAILABLE when carrying passengers. It does no good if you have keep it buried in your flight bag, where it may take 30 seconds to retrieve it when you only have 20 seconds of notice. 3. You should frequently ask passengers how they are feeling, and ask them to please notify you if the start to experience any discomfort before it becomes too late. If practical, be prepared to terminate the flight land early if your passengers start complaining. 4. ABSOLUTELY AVOID STEEP TURNS AND STALLS or any other aggressive maneuvers while carrying passengers. Straight and Level with Smooth control inputs are best for the maximum enjoyment of the flight for everyone's benefit while avoiding messy accidents that I am sure you will not enjoy cleaning up.

CONGRATULATIONS!

ACCOMPLISHMENTS			
THORIQ ALFARIZI	First Solo	C-152	CFIs BEBENSEE/VASANDANI
BENHARD SILALAH	First Solo	C-152	CFIs BEBENSEE/VASANDANI
JONATHAN RITONGA	First Solo	C-152	CFIs BEBENSEE/VASANDANI
DMYTRO BOROVKOV	First Solo	C-152	CFI CHRIS ROTH
IVAN CAMPOS	First Solo	C-152	CFI HAROON HAFEEZ
MOHAMAD HARGGAR	Instrument	C-152	CFIs BEBENSEE/VASANDANI
THEODORE SIEGEL	Instrument	Warrior	CFI RICHARD GARNETT
KUNG-JEN LIN	Instrument	C-152	CFI RICHARD GARNETT
BRIAN HERSCHER	MEI	Seminole	CFI AARON KRIEGER

CONGRATS to RICHARD GARNETT top CLUB CFI for March, logging the most hours of dual given in club aircraft! Runners-up were SUMESH VASANDANI and LORENZO BOLOGNESI!

TOP GUN AWARD goes to ISURU VAJIRAPANI for logging the most flight hours in club aircraft in March! Runners up were ANTHONY LUU and MOHAMMAD RISKYAWAN!!!

WISDOM FROM MILITARY MANUALS Submitted by Jim Carroll

- 'If the enemy is in range, so are you.' - Infantry Journal
- 'It is generally inadvisable to eject directly over the area you just bombed.' - US Air Force Manual
- 'Whoever said the pen is mightier than the sword, obviously never encountered automatic weapons.' - General MacArthur
- 'You, you, and you ... Panic. The rest of you, come with me.' - U.S. Marine Corp Gunnery Sgt.
- 'Tracers work both ways.' - U.S. Army Ordnance Manual
- 'Five second fuses only last three seconds.' - Infantry Journal
- 'The three most useless things in aviation are: Fuel in the bowser; Runway behind you; and Air above you.' - Basic Flight Training Manual
- 'Any ship can be a minesweeper. Once.' - Maritime Ops Manual
- 'Never tell the Platoon Sergeant you have nothing to do.' - Unknown Marine Recruit
- 'If you see a bomb technician running, try to keep up with him.' - USAF Ammo Troop
- 'Yea, Though I Fly Through the Valley of the Shadow of Death, I Shall Fear No Evil. For I am at 50,000 Feet and Climbing.' - Sign over SR71 Wing Ops
- 'You've never been lost until you've been lost at Mach3.' - Paul F. Crickmore (SR71 test pilot)
- 'The only time you have too much fuel is when you're on fire.' - Unknown Author
- 'If the wings are traveling faster than the fuselage it has to be a helicopter -- and therefore, unsafe.' - Fixed Wing Pilot
- 'When one engine fails on a twin-engine airplane, you always have enough power left to get you to the scene of the crash.' - Multi-Engine Training Manual
- 'Without ammunition, the USAF is just an expensive flying club.' - Unknown Author
- 'If you hear me yell: "Eject, Eject, Eject!", the last two will be echos.' If you stop to ask "Why?", you'll be talking to yourself, because you're the pilot.' - Pre-flight Briefing from a 104 Pilot
- 'What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; but If ATC screws up, the pilot dies.' - Sign over Control Tower Door
- 'Never trade luck for skill.' - Author Unknown
- 'The three most common expressions (or famous last words) in military aviation are: 'Did you feel that?' 'What's that noise?' and 'Oh S...!' or (appended from the Arkansas Air National Guard): 'Hold my beer and watch this!' - Authors Unknown
- 'Airspeed, altitude and brains. Two are always needed to successfully complete the flight.' - Basic Flight Training Manual
- 'Mankind has a perfect record in aviation - we have never left one up there!' - Unknown Author
- 'Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it.' - Emergency Checklist
- 'The Piper Cub is the safest airplane in the world; it can just barely kill you.' - Attributed to Max Stanley (Northrop test pilot)
- 'There is no reason to fly through a thunderstorm in peacetime.' - Sign over Squadron Ops Desk at Davis-Montham AFB, AZ
- 'If something hasn't broken on your helicopter, it's about to.' - Sign over Carrier Group Operations Desk
- 'You know that your landing gear is up and locked when it takes full power to taxi to the terminal.' - Lead-in Fighter Training Manual
- As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives. The rescuer sees a bloodied pilot and asks, 'What happened?' The pilot's reply: 'I don't know, I just got here myself!'
- Remember: there are more airplanes in the sea than submarines in the air.

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to Bob Hartunian, Richard Garnett and Jim Carroll for the help with this newsletter!

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

CALENDAR	
MAY 17:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
MAY 11:	Brown Field 2nd Sunday Fly-In, San Diego Flight Museum, www.aerospacemuseum.org
MAY 4:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
MAY 10:	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.
MAY 11:	Whiteman Airport Second Sunday Open House, Whiteman Airport Association. Contact: www.whpsafety.org/display.html
MAY 18:	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.
APR 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. Cost: \$5.00. Info: www.airnav.com/airport/L70 or dulceair@sbcglobal.net .
MAY 3:	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.
MAY 15:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
APR 17 & MAY 15:	LGB MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club to sign up.
MAY 13:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.

NEW & REJOINED CLUB PILOTS! WELCOME!



- MARK RUSSELL
- EDUARDO ANGEL-CORREA
- DIEGO GARCES
- JESSE BELTRAN
- CHRISTINE MAIMONE
- ZACHARY CROSS
- MAGALI ONTIVEROS-LOPEZ
- SUNLIZ ABIGAIL DONATO
- GIOVANNI VASQUEZ
- CARLOS SOLORIO HERRERA
- WANGJIN CHOI
- CAMERON CAMPBELL
- SAEID HAMIDI
- SCOTT HOLTZ
- ANDREW KONNECKE
- JUSTIN STEGER
- LUKE GIBSON

HAPPY APRIL



BIRTHDAYS

- ERIK APINYAN
- WILLIAM H. ARMET
- DMYTRO BOROVKOV
- SHUNSUKE CHIGUSA
- JOE DEL RIO
- DWIGHT L. DENNIS
- AKBAR ZADA ENDRADI
- ABDELKADER FELLAGUE
- RICHARD GARNETT
- BRIAN HERSCHER
- SCOTT HOLTZ
- TERRY JOHNSON
- GARY LAZENBY
- AARON URI LEVY
- DANIEL MCKENNA
- RAY MCKENZIE
- ALI MOGHNIEH
- COREY MOLINA
- KENNETH ODEH
- MAGALI ONTIVEROS-LOPEZ
- BANDISH PATEL
- CHARLES RASMUSSEN
- RYAN ROBINSON
- STEVEN ROY
- ALEXANDER SHOWMAN
- THEODORE SIEGEL
- DAVID TRINKLE
- BRIAN WROBLEWSKI
- DANIEL YOO

THORIQ ALFARIZI First Solo!



**Congratulations new Instrument Pilot:
Radean Muhammad Hanggar Rizkyawan**



**BENHARD SILALAH
First Solo!**



**THEODORE SIEGEL
Instrument Pilot!**



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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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