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JULY 2014

HAPPY AMELIA EARHART DAY!

EDITOR C. ROBINSON



EDITORIAL: I hate to be a spoilsport, but there has been a rash of squawks that defy explanation except to say:

1. Except portable electronic devices (PED) that the operator of the aircraft has determined will not cause interference with the navigation or communication system of the aircraft on which it is to be used, No person may operate ... any portable electronic device on any ... aircraft while it is operated under IFR (see FAR 91.21).

2. Per Advisory Circular AC-91-21, determination of the effect of a particular device on the navigation and communication system of the aircraft may be based on operational tests conducted by the operator without sophisticated testing equipment. When safely at cruise altitude, the pilot can power on the device(s). If interference is experienced, the types of devices causing interference could be isolated, along with the applicable conditions recorded. The device responsible for the interference should then be turned off. Note: older aircraft are more susceptible to interference.

On a related note, my pet peeve du jour is the wall-to-wall Velcro that is showing up on the aircraft instrument panels. Please refrain from customizing the panels for your particular device(s). Otherwise, may I borrow your car for a minute?

When experiencing communication or navigation anomalies, verify that personal electronic devices are not the cause before writing up an aircraft squawk.

USE OF ELECTRONICS ALOFT

In addition to the specific problems we mentioned in the above editorial, there are some other issues that should be considered when using portable electronic devices (PED) in the aircraft:

- Use of the controls and input devices may be easy on the ground, but demanding in flight.
- The conditions (including phases of flight) under which the PED should not be used

Cont. page 2

WHAT'S NEW? LA TAC CHART

Edition 69 of the Los Angeles Terminal Area Chart became effective June 26, 2014. Check out these changes:

1. On the panel with Class B Transitions, the Los Angeles Special Flight Rules Area has been significantly improved: We now have four VFR checkpoints to standardize the exchange of information between pilots using this area:
 - a. Santa Monica VOR
 - b. Ballona Creek
 - c. LAX
 - d. Imperial Hwy

Examples:

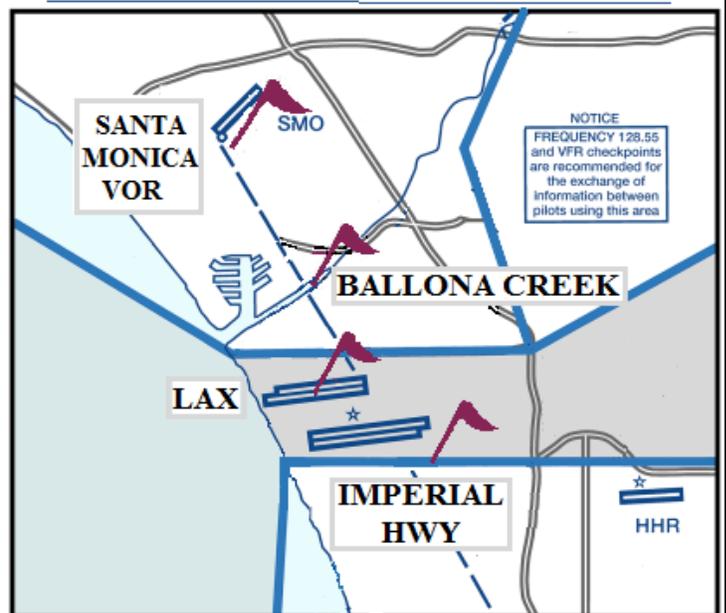
- "Los Angeles Special Flight Rules AREA, Cessna 1234, Over [(Santa Monica VOR), (Ballona Creek), (LAX), (Imperial Hwy)], Southeastern Bound, 3,500 feet.
 - "Los Angeles Special Flight Rules AREA, Cessna 1234, Over [(Santa Monica VOR), (Ballona Creek), (LAX), (Imperial Hwy)], Northwestern Bound at 4,500 feet.
2. Other changes on the navigation side of the chart include:
 - a. Removed two notices southwestern corner of TAC chart:
 - (1) Pilots are requested to maintain a minimum altitude of 2000' AGL over Santa Barbara Island.
 - (2) Pilots are requested to maintain a minimum altitude of 2000' AGL over Channel Islands National Marine Sanctuary.
 3. El Monte (KEMT) Class D airspace has been updated:
 - a. Ceiling changed from 2800 feet to 2400 feet on both sides of chart.
 - b. Added FLOOD CONTROL BASIN VFR checkpoint on the nav side of TAC; was already published on flyways side of chart but is missing VFR checkpoint flag.
 - c. On navigation side of chart:
 - (1) Obstruction symbols, 462 feet msl and 491 feet msl, were added southeast of the airport
 - (2) Obstruction symbols, 624 feet msl and 737 feet msl, were added northeast of the airport.
 4. Queen's Gate VFR check point returned to original position on both nav and flyways side of the chart.
 5. On the flyways side of the TAC, the north/south flyway west of LGB was changed from "AT AND BELOW 3500" to "AT AND BELOW 2500". This is a significant change!!!
 6. Pomona Civic Center VFR checkpoint was moved one nautical mile southwest on both sides of the chart.
 7. On the flyways side of the chart the Class B Regulations Panel, titled "Los Angeles Class B Airspace Operating rules and Pilot/Equipment Requirements", paragraph 3, "No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless..." has been changed:

From: (a) the pilot in command holds at least a private pilot certificate or:
(b) the aircraft is operated by a student pilot who has met the requirements of FAR 61.95.

To: (a) the pilot in command holds at least a private pilot certificate, or holds a recreational pilot certificate and has met the requirements of FAR 61.101(d); or holds a sport pilot certificate and has met the requirement of FAR 61.325, or,
(b) the aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.

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.LbFlying.com. Check your flight cases to make sure you have the most current Los Angeles terminal area chart!

LOS ANGELES SPECIAL FLIGHT RULES AREA





ACCOMPLISHMENTS			
THORIQ ALFARIZI	First Solo	C-172	CFIs MARTINEZ/VASANDANI
SCOTT HOLTZ	First Solo	C-152	CFI JOHN CAMPBELL
JIMENA LORENZO	First Solo	C-152	CFI JOHN CAMPBELL
DININDU CHANDRASIRI	Private	C-152	CFI RYAN DAVIS
DANIEL JOHNSON	Private	C-172	CFI TOMAS MARTINEZ
PRATAMA MARGAPUTRA	Private	C-152	CFIs GARNETT/BOLOGNESI
JAY OKAWACHI	Private	Warrior	CFI HAROON HAFEEZ
FIKRY RACHMAN	Private	C-172	CFI TOMAS MARTINEZ
JONATHAN RITONGA	Private	C-152	CFIs MARTINEZ/VASANDANI
FARIZQY ROZANO	Private	C-152	CFIs MARTINEZ/VASANDANI
BUDI SANTOSO	Private	C-152	CFIs MARTINEZ/VASANDANI
RYSKY YUSREN	Private	C-152	CFIs MARTINEZ/VASANDANI

CONGRATS to SUMESH VASANDANI top CLUB CFI for June 2014, logging the most hours of dual given in club aircraft! Runners-up were JOHN CAMPBELL and LORENZO BOLOGNESI!

TOP GUN AWARD goes to DININ CHANDRASIRI for logging the most flight hours in club aircraft in June. Runners up were PRATAM MARGAPUTRA and KUWAT RIBOWO!!!

Congratulations to club alumni KENNETH PERRERA, recently hired by Air Arabia as a First Officer on the Airbus 320. Air Arabia was founded in 2003 with their base of operations at Sharjah International Airport, Sharjah, United Arab Emirates. The airline was the first low-fare airline in the region and was profitable from the first year of being in business. Air Arabia serves 90 airports across the Middle East, North Africa, Asia and Europe with a fleet size of 88 aircraft. Congratulations!

Congratulations to club alumni ANDY BHARATH, now an MD-11 Line Check Airman at Nordic Global Airlines of Helsinki, Finland! Andy got his Instrument, Commercial, Multi-engine qualifications at LBFC between 1991 and 1994.

JULY 24th IS AMELIA EARHART DAY: Legend and mystery surrounds the final flight and disappearance of Amelia Earhart and her navigator, Fred Noonan. On July 2, 1937, they headed on a difficult leg of the journey towards Howell Island in the Pacific. Weather conditions were less than ideal. While still in radio communication, ships on the ground confirmed that Earhart was having difficulty finding the island. Ultimately, radio communications faded and died. The plane was never heard from again.

The disappearance of Amelia Earhart's plane resulted in the largest search and rescue operation to date. It also sparked rumors as to what caused the disappearance. To this day, theories and speculation still exists about the cause of the disappearance. Some theories involve conspiracies, and even alien abductions.

NOTAM: Caution when operating at John Wayne Airport (KSNA) for the next few months. Runways 01/19 are being renamed 02/20. The runways will be repainted this month (July) but the approach charts won't be revised until late September. Potentially, you can be cleared for the approach Runway 19R, then cleared to land Runway 20R.

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated!

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

PED (from page 1)

- Placement issues such as stowage of the PED during takeoff or landing.
- Familiarization with the preflight checks and each operational function of the PED

- Develop procedures for cross-checking data entry and computed information.
- The PED cannot replace any system or equipment (e.g. navigation or communication) that is required by Part 91.
- Plan of action in the event of PED failure, system failures or facility shut down.
- When PED is used in lieu of paper reference material, it is suggested that a secondary or back up source of aeronautical information necessary for the flight be available to the pilot in the aircraft (e.g. charts, checklists).
- If PED is being used for navigation or performance planning, assure the data is current, up-to-date, and valid.
- Distraction factor: The NTSB has determined that all modes of transportation are at risk while using PEDs, whether operating a highway vehicle, aircraft, train, or ship. ... "[O]perator distraction due to PED usage is a cultural epidemic that too often has tragic consequences."
- Fixation -- Human attention is limited in focus and highly prone to distraction. Beginning instrument pilots characteristically fixate on particular instruments, attempting to control one aspect of their performance while other aspects deteriorate. Fixation avoidance can be accomplished with mastery of the individual tasks and teaching the student to manage their limited attentional resources (Aviation Instructor's Handbook).
- Complacency or Overreliance on Automation: The pilot's task shifts from being the "performer" to being the "onlooker". Over-reliance on automation may deteriorate pilots' airmanship.
- Excessive dependence on automation may result in flight crew complacency, and thus questionable pilot performance, especially during critical phases of flight.

Automation is here to stay. Know the limitations of yourself, your equipment and your environment.

NEW & REJOINED CLUB PILOTS! WELCOME!



- ADRIAN ANHOOD
- NATHAN DILLER
- TRISTAN DORIAN
- MONZER EL-KASSEM
- JACLYN FOLK
- EDWARD GALLOWAY III
- AARON GONYA
- BASHAAR HILAL
- SHAWN HUNT
- ANGELA HUSTEO
- SHAWN IRVIN
- MICHAEL LEBRUN
- MUHAMMAD FAISOL MUBAROQ
- OLIVER MUELLER
- AILEEN OBEDOZA
- SANTIAGO SABGA
- EASHAN SAMAK
- PAUL SAUNDERS
- STEVEN UCHI
- RAMADHAN WIJAYA
- DARYL YAMBAO
- NATHAN YOKUM

HAPPY JULY BIRTHDAYS



- DAVID AYALA
- ANTHONY BALIVET
- ANDREW DAVIDSON
- MAXIM ESHKENAZY
- WILLIAM FINKEN
- ANDREW GROVER
- JASON GROW
- RUWAN GURUGE
- GREYDEN HEADBERG
- KEVIN JACKSON
- OLAN JULIANO RIZAL
- ALISA LEE
- RUDI LIMICH
- ROBERT MARSH
- JOE NALBACH
- STEPHEN NOVAK
- MICHAEL OLIVIERI
- ALEX ORLOFF
- ANTHONY PEREZ
- CHRISTELLE ROCHCONGAR
- SAM SEDIVY
- BENHARD SILALAHI
- ANTHONY SMITH
- ISAAC SQUARE
- RYOTA SUZUKI
- YUKI TARIGAN
- RENE TRUJILLO
- GIOVANNI VASQUEZ
- RUL YACOB
- MIGUEL YEX



SCOTT HOLTZ
First Solo



JIMENA LORENZO
First Solo



THORIQ ALFARIZI
Private Pilot



DININDU CHANDRASIRI
Private Pilot



PRATAMA MARGAPUTRA
Private Pilot



FIKRY RACHMAN
Private Pilot



JONATHAN RITONGA
Private Pilot



RYSKY YUSREN
Private Pilot

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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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