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JULY 2015

HAPPY 4TH OF JULY!

EDITOR C. ROBINSON



WHAT'S UP? Musketeer Versus Fence

On June 19th a Beech Musketeer hit the fence on approach to Runway 25R just after 9 PM. There were no injuries reported but the aircraft was substantially damaged. The aircraft flight tracks for the approach shows that the aircraft was at approximately 1200 feet approaching the 605 Freeway, but had descended to 200 feet by Bellflower Blvd. The descent continues until the airport perimeter fence.

How did something like this happen and how can we learn from it to avoid this sort of event in the future? The NTSB preliminary report was, for reasons unknown, blank at press time. However, after indulging in a little hangar flying, we have come up with the following:

- The VASI for Runway 25R was out of service. At LGB we have the luxury to switch to a runway with an operable VASI.
- The dark golf course on final may have caused one or more optical illusions. Avoiding a possible false horizon, which can be caused when the obscured natural horizon is mentally replaced by bright stars or

(Continued on page 2)

LOS ANGELES TERMINAL AREA CHART CHANGES

Edition 71 of the Los Angeles Terminal Area Chart became effective June 25, 2015.

On the chart legend, check changes:

- A symbol was added to go with the blue linear triangles for IFR Departure Route and IFR Arrival Route. The new symbol for IFR Arrival/Departure Route uses blue triangles that alternate direction.
- A symbol has been added for Space Launch Activity Area (See Airport/Facility Directory).
- The legend has combined the symbols for Glider Operations, Hang Glider Activity, Ultralight Activity and Unmanned Aircraft Activity. Just fill in the blank

On the navigation side of the chart, changes include:

- The 30 nm Mode C Veil around LAX appears to have been resurveyed. It has been shifted about one-third of a mile south east.
- Van Nuys VOR has been promoted to a VOR-DME.
- The following note, inadvertently deleted in Edition 70, was restored between LAX and the western edge of the Class B airspace: "Caution: At or below 2000' when operating along a line parallel to and one mile North along the 91 freeway corridor from West where the extension of that line intersects the beach just South of Manhattan Beach pier, East along the 91 Freeway to Prado Dam and all areas North of this line in the LA Basin, pilots are encouraged to make regular position reports on 123.025 when not in contact with ATC."
- Rialto airport is now charted with the closed airport symbol.
- The three isogonic lines have been adjusted on the TAC chart have been adjusted one-half degree west. On Edition 70 the isogonic lines ranged from 13 degrees 0 minutes east in the northwest corner of the chart to 12 degrees 30 minutes on the isogonic line that runs through Big Bear to south of Dana Point. On Edition 71, the lines range from 12 degrees 30 minutes to 12 degrees 0 minutes, respectively.

There were a couple of very minor changes, such as (1) DEJAY Intersection, just east of KAYOH intersection, has been renamed to FRETTS intersection, and (2) additional obstruction symbols placed near Soledad Pass. Some minor reformatting was found where the isogonic lines were wiggling around. But if you find any other changes on the Los Angeles Terminal Area Chart, please let us know!

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



Space Launch Activity
Area (See Airport/
Facility Directory.)



G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity

AIM REVIEW

Communications with [Class D] Tower when Aircraft Transmitter or Receiver or Both are Inoperative — Arriving Aircraft

Receiver inoperative: If you have reason to believe your receiver is inoperative, remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, advise the tower of your type aircraft, position, altitude, intention to land, and request that you be controlled with light signals. When you are approximately 3 to 5 miles from the airport, advise the tower of your position and join the airport traffic pattern. From this point on, watch the tower for light signals. Thereafter, if a complete pattern is made, transmit your position downwind and/or turning base leg.

Transmitter inoperative: Remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, join the airport traffic pattern. Monitor the primary local control frequency as depicted on Sectional Charts for landing or traffic information, and look for a light signal which may be addressed to your aircraft. During hours of daylight, acknowledge tower transmissions or light signals by rocking your wings. At night, acknowledge by blinking the landing or navigation lights. To acknowledge tower transmissions during daylight hours, hovering helicopters will turn in the direction of the controlling facility and flash the landing light. While in flight, helicopters should show their acknowledgement of receiving a transmission by making shallow banks in opposite directions. At night, helicopters will acknowledge receipt of transmissions by flashing either the landing or the search light.

Transmitter and receiver inoperative: Remain outside or above the Class D surface area until the direction and flow of traffic has been determined; then, join the airport traffic pattern and maintain visual contact with the tower to receive light signals. Acknowledge light signals as noted above.

Editorial comment: Pilot should also squawk 7600 to indicated communication failure.

CONGRATULATIONS!

ACCOMPLISHMENTS			
MAXIME BIGOT	First Solo	C-152	CFIs TOMAS MARTINEZ & AARON KRIEGER
CRISTOPHER DIAZ	First Solo	C-152	CFI JOHN CAMPBELL
LETTY DOAN	First Solo	C-152	CFI RICHARD GARNETT
CRAIG MYERS	First Solo	C-172	CFI RUDI LIMICH
JOSEPH NGABO	First Solo	C-152	CFIs HAROON HAFEEZ & MINJIN KIM
HYEKYOUNG PARK	First Solo	C-152	CFI RICHARD GARNETT
JILL BROWN	Private	C-152	CFI RICHARD GARNETT
WEI-SHAN (WILL) CHAN	Private	C-152	CFI RICHARD GARNETT
MAXWELL SCHNELLER	Private	Warrior	CFIs TOMAS MARTINEZ & AARON KRIEGER
RAISNA ZAKI ZAMANI	Private	C-152	CFIs HAROON HAFEEZ & MINJIN KIM
SUNLIZ ABIGAIL DONATO	Commercial Single	C-172RG	CFI LORENZO BOLOGNESI
PIETRO VALENTI	Commercial Single	C-172RG	CFI LORENZO BOLOGNESI
BRIAN WROBLEWSKI	Commercial Single	C-172RG	CFI MONTY GROUTAGE
RYSKY SYAIFUL YUSREN	Commercial Single	C-172RG	CFI BRIAN HERSCHER

NEW & REJOINED CLUB PILOTS! WELCOME!



- BRIAN CHRISTIE
- ALEX COVERT
- MARYLLISSA CUA
- ANDREW CUEVAS
- DAVID DIAZ
- ALEX HARVEY
- DAVID JENNINGS
- GREGORY LANE
- FREDDY LEE
- KEVIN MENDONCA
- JORDAN MILLEN
- AARON ROBERTS

CONGRATS to HAROON HAFEEZ, top CLUB CFI for June, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and GREG STEUBS!

TOP GUN AWARD goes to TAEKYUNG LEE for logging the most flight hours in club aircraft in June. Runners up were CHIEH WANG and KIT DONATO!!

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!!!

**ALUMNI Update
MELVIN WHITE**

Hello Candace! Just wanted to update you on my current status. After flying at American Eagle from 2007-2012, then JetSuite, where I upgraded to captain in June 2013, I am now a First Officer at Alaska Airlines flying the 737 based at LAX. It's been a fun ride and glad to be onboard with Alaska. Hope all is well.

CONGRATULATIONS!

(from page 1) artificial lighting on the ground. Situational and spatial orientation should be based on increased reliance on the aircraft instrumentation at night. A night landing illusion can be caused by mistaking regularly spaced lights on the ground, such as street lights, for the runway. This illusion can cause the pilot to initiate an approach to landing in a place that is not intended for low-flying aircraft. A darkened runway environment or featureless terrain can lull a pilot into flying a lower-than-normal approach. Positively identify the airport and the runway environment using multiple indicators, if possible. Verify the field elevation, and fly a standard approach using altitudes that are appropriate to that elevation. Verify that the pressure set into the altimeter's Kollsman window is accurate to the local area before beginning the descent.

Practice night airport operations regularly with your favorite flight instructor.

WORLD AERONAUTICAL CHARTS DISCONTINUED
FederalRegister.gov

This notice announces the FAA's decision to discontinue providing the World Aeronautical Chart series. Technological advances in aviation navigation capabilities and charting products have made the World Aeronautical Chart series largely obsolete. Charting customers have shifted towards digital chart products. The World Aeronautical Charts are a derivative product from our more detailed Sectional Aeronautical Chart series. With aviators using the more detailed large scale Sectional Aeronautical Charts and often the digital versions in the moving map technology found in modern electronic flight bag system, the World Aeronautical Charts are no longer needed. The discontinuance of this low-demand product allows the FAA to apply those resources to continue to modernize charting for safe and efficient navigation.

HAPPY JULY BIRTHDAYS



- WEI-SHAN CHAN
- JONGCHAN CHANG
- BRIAN CHRISTIE
- RICKY CLEMENTE
- ANDREW DAVIDSON
- MAXIM ESHKENAZY
- WILLIAM FINKEN
- WILLY GANDOLFO
- ANDREW GROVER
- GREYDEN HEADBERG
- KEVIN JACKSON
- ALISA LEE
- HYUN RHIN LEE
- RUDI LIMICH
- LORETO LOUIS MARZAN
- VIAN MIKAYA
- CRAIG MYERS
- JOE NALBACH
- MICHAEL OLIVIERI
- ALEX ORLOFF
- RAIMONDO RICCI
- ISAAC SQUARE
- RYOTA SUZUKI
- RENE TRUJILLO
- GIOVANNI VASQUEZ
- HO KWONG WONG
- RUL YACOB
- MIGUEL YEX

CHECKPOINTS



July 16:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
July 16 & Aug 30:	LBFC's MONTHLY TOWER TOUR!!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
July 29:	Long Beach Flying Club Student Forum from 6:00 pm to 7:00 pm -- students and LBFC management discuss ideas, concerns, rules and procedures regarding flight training. While the emphasis will be on our Part 141 Flight Training Programs, much of the discussion will apply to our Part 61 students as well. This meeting is mandatory for our international students, however it is open and we welcome all students to attend.
Aug 11:	SCAUWG (Airspace Users Working Group) meets at AirFlite at 10:00 AM.
August 26:	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!



CRAIG MYERS
First Solo



JOSEPH NGABO
First Solo



JILL BROWN
Private Pilot



MAXWELL SCHNELLER
Private Pilot



PIETRO VALENTI
Commercial Pilot

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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 and more!

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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 or email.
3. Download a gift certificate from our website:

www.lbflying.com/files/giftcert.pdf

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!

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DISCOVERY FLIGHT

\$99 for one, two or three in a C172 or Warrior
Fly with an FAA Certificated Flight Instructor - you fly the aircraft!

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AERIAL TOUR OF LA'S FAMOUS LANDMARKS

\$195 for a 60 minute tour for 1, 2 or 3 people
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