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DECEMBER 2015



MERRY CHRISTMAS!



EDITOR C. ROBINSON



WHAT'S UP? ANTENNAS!

A couple years ago, long-time club pilot, Charlie Zabinski, pointed out to me that on the Terminal Area Chart for LAX, the symbols used on top of Signal Hill are for oil, gas or water tanks. No obstruction symbols? I had assumed that there were



obstruction symbols depicting those cell phone towers. Ever since, I've been obsessed with getting the multiple antennas on top of Signal Hill put on the TAC chart.

My argument has been that the antennas on Signal Hill pose a hazard to traffic for the direct 45 degree pattern entry for runway 25 left from the Queen Mary (VPLQM) and are less than one nautical mile from the runway. The antennas do not have high intensity lights nor red lights.

I'm on the charting subcommittee for the Airspace User's Working Group and we submitted the request for obstruction symbols request but were denied:

"Unfortunately we cannot accommodate the request to add a group obstruction symbol on Signal Hill. We have 3 antennas in our database at that location. The highest AGL of the three is 181'. Our current chart specifications do not allow the depiction of obstacles less than 201' AGL under any circumstances. Sectional Charts and Terminal Area Charts (TACs) typically show manmade obstacles extending more than 200' Above Ground Level (AGL). Features considered to be hazardous obstacles to low-level flight are; smokestacks, tanks, factories, lookout towers, and antennas, etc.

A group obstruction symbol shall be shown when two or more obstructions are in close proximity. The highest MSL value shall be shown. The highest AGL value shall be shown only if it corresponds to the highest MSL value.

I hate being told NO! Any ideas? Please let me know!

CHECKLIST USAGE Submitted by: Al Bundy

In 1934 a Boeing prototype named Model 299 crashed shortly after take-off on an evaluation flight. The reason for the crash was the crew's failure to remove the elevator lock which made the airplane uncontrollable. Shortly (or not so shortly) after the accident, Boeing pilots sat down and put their heads together, and came up with a brilliant idea: the checklist.

Soon it became evident that this solution, the checklist, had one serious shortcoming: it needs a pilot to complete it, even nowadays when a CAT IIIc airplane can land itself without any help from the crew. A statistic for the period between 1999 and 2004 indicates that each year pilots in the USA make around 100 gear-up landings. A great number of these unhappy landings could have been prevented by the simple use of a checklist.

While most pilots will not make a belly landing during their flying careers, all pilots have at some point landed with the landing light off, or taxied back to parking with that light on, during the day. In fact checklist usage usually ends as soon as the airplane lines up for a take-off. Pilots would use it for engine start, run-up and pre-take-off check and then stow it away for the next flight.

Instructors usually stress checklist usage because it's deemed a practical test "special emphasis area" by the FAA, but the true benefits of building a good habit with regards to checklists lie in preventing extreme cases like the above-mentioned accident, which by the way happened again several times according to Aviation Safety Reporting System (ASRS) reports.

Whether you read your checklist and then do it, or do it and then read it, I find that the following habits help pilots avoid missing checklist items:

- 1) Verbalizing the checklist items as you complete it.
- 2) Complete the pre-takeoff checklist before contacting the tower on departure, the pre-landing checklist before calling them on downwind, and the after-landing checklist before calling "ground".
- 3) Add a 7th "T" to your 6 Ts check on the Final Approach Fix, the 7th T being "Tchecklist" (Russian for "Checklist").
- 4) And finally the most important tip: Look at the checklist for Boeing's sake!

Checklist usage, do it, it's good. Maybe next time your kid pulls on the emergency exit handle in the traffic pattern you'll still remember to put the landing gear down.

LGB Adds Nine Airline Slots Long Beach Business Journal December 7, 2015

For the past 20 years, the city's Airport Noise Compatibility Ordinance has successfully kept the Federal Aviation Administration from imposing its will on Long Beach.

It's been a delicate balancing act for city and elected officials as they have had to fend off those who have pushed to fully maximize the economic potential of the facility, versus those who would prefer the 1,100 or so acres encompassing the airport be converted to uses other than aircraft operations.

It's a compromise arrived at in court after decades of debates that often pitted residents living under or near runways against the interests of airlines, the business community and even the FAA.

Under the airport noise ordinance approved in 1995 and signed off on by the FAA, Long Beach maintains local control of its facility as long as the city is reasonable in its approach to flight activity and its role in the national transportation system. If the city is deemed unreasonable, it loses local control and the FAA steps in.

Part of being reasonable includes adhering to the stipulations of the noise ordinance,

Cont. page 2

**FAMOUS
DAVE'S BBQ
AND BLUES**

Plan to join us

*Thursday
December 17th
1:00 PM*

*For a holiday BBQ
lunch with all the
fixin's!*

*Enjoy Famous
Dave's BBQ Texas
brisket, hot link
sausage, Wilbur
beans and potato
salad.*

*Hope to see you
there!*

CHRISTMAS AND NEW YEARS are coming!!!

We will have the following office hours during the holidays:

<i>8:30 AM to 1:30 PM</i>	<i>Thursday, December 24, 2015</i>	<i>Christmas Eve</i>
<i>Closed</i>	<i>Friday, December 25, 2015</i>	<i>Christmas Day</i>
<i>8:30 AM to 1:30 PM</i>	<i>Thursday, December 31, 2015</i>	<i>New Year's Eve</i>
<i>Closed</i>	<i>Friday, January 1, 2016</i>	<i>New Year's Day</i>

Aircraft rental for the rest of the time will be handled using night dispatch procedures. Call ahead for the combinations -- and Happy Holidays!



CONGRATULATIONS!

ACCOMPLISHMENTS

ALBERT LEE	First Solo	Warrior	CFI GREG STEUBS
ALISA LEE	First Solo	C-152	CFI RUDI LIMICH
SEAN MCCORMICK	First Solo	C-152	CFI HANK SURFACE
TIM LAU	First Solo	C-172SP	CFI AARON KRIEGER
FEISAL BAGHASPATI	Private	C-172	CFI MOGHNIEH & CFI BOLOGNESI
JOSEPH NGABO	Private	C-152	CFI MOGHNIEH & CFI HAFEEZ
JUAN J FLORES	Commercial Multi	Seminole	CFI REED NOVISOFF
RAJAA LAMSAISSI	Commercial Multi	Seminole	CFI JOHN CAMPBELL

CONGRATS to ALI MOGHNIEH, top CLUB CFI for November, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and RYAN DAVIS!

TOP GUN AWARD goes to TAEKYUNG LEE for logging the most flight hours in club aircraft in November. Runners up were RAISNA ZAMANI and RAJAA LAMSAISSI!!!

Congratulations to Joni Larned on her new job in the IT department at Alaska Airlines!

CHRISTMAS GIFT IDEA -- give the gift of flight a Long Beach Flying Club gift certificate fits perfectly in that holiday stocking!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to Al Bundy for the help, albeit coerced, with this newsletter!

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

NOTAM: The December editions of the Los Angeles Terminal Area chart (TAC), LA Sectional Chart and Southwest AF/D are available and a must-have for your flight case!

HOW THE CITY STOLE CHRISTMAS

Last year we had a terrific Christmas party on our ramp in the evening a week or two before Christmas. Many club pilots invited their families, friends and significant others to see the aircraft and meet other club pilots. We had a great turnout and we all had a lot of fun. However, eleventh hour dramas threatened to halt the festivities when airport staff decided that we needed a permit to hold the event. At the last minute, we were able to jump through enough hoops and the party came off without a hitch.



This year we started the permit process in October and sent our application to the address at the City of Long Beach, along with a diagram of our ramp area to show exactly where the party would be held. Figuring it would take awhile to hear back from the city we didn't start to worry until 6 weeks had gone by. When we then called the city, they did not know anything about anything and had never seen our request.

It was then suggested we complete the request for an occasional permit on line —approximately 3 pdf pages in length — without a feature to store the application. Subsequent changes involved completely reentering the entire application.

After the application was submitted, we then were verbally given more tasks to complete, not part of the permit application and are not included in the Long Beach Municipal Code (LBMC) 5.72.130 Permits for Occasional Events. The first, a general liability insurance policy for the time covered by the event, was an exercise in frustration but we finally were able to communicate what we needed to our insurance broker. The second, because we had planned on serving beer and wine, was the requirement to hire a uniformed Long Beach police officer to be on site from the time we started setting up the party until the cleanup was complete, about nine hours, at a cost of \$73.00 per hour, an estimated \$657.00. This unexpected cost was hard to bear. Aeroplex had their annual Christmas bash last week. There were no uniformed police officers in attendance and lots of alcohol was served. How does the city decide what businesses have to go through the aggravation of obtaining an occasional event permit and which do not.

And for some reason, the application needed to be resubmitted to include the two new demands.

So, we cancelled the Christmas party. We won't try to do that again. It's sad because lots of folks that don't normally get out to the airport missed a chance to celebrate the holidays with their family, friends and their favorite aircraft.

NEW & REJOINED CLUB PILOTS! WELCOME!



- JAMES ADAMS
- ORLONDO BARLAAN
- TIMOTHY BREIHOLZ
- NICOLA CASSARO CAPPALÀ
- MANUEL CASTRO
- STEVEN ESCOBEDO
- DARETON HINTON
- RYAN ISHIBASHI
- ALEXANDER JONES
- CRAIG KENMONT
- MICHAEL KNUEPPEL
- DELANO MELIKIAN
- ADAM ROLPH
- KOJIRO UENO
- GEORGE VALERA
- YUICHI YAMAMOTO



HAPPY DECEMBER BIRTHDAYS



- MICHAEL BACICH
- TRISTAN BURKE
- HOLME COOLEY
- JOSEPH DODDS
- SAMER HUSSEIN
- ANGELA HUSTED
- VICTOR JASNIY
- MIKE KRAMER
- AARON KRIEGER
- NATHAN LEGASPI
- NATHAN LOW
- TOMAS MARTINEZ
- JON MCCORMICK
- DONALD MYHRA
- JARED SANDERS
- JON WATANABE
- IAN WHITAKER
- CHARLIE ZABINSKI
- RAISNA ZAKI ZAMANI

Continued from page 1: City Adds Nine Flights which include conducting an annual noise analysis.

The number of flight operations permitted at the Long Beach Airport are determined by the total, or cumulative, noise created by those flights, which include air carrier, commuter, industrial, charter and general aviation (flights by military aircraft are not included). If the noise budget levels are exceeded, the number of flights must be reduced. If the total noise is below budget levels set in the ordinance, additional flights must be made available.

At the December 8 city council meeting, councilmembers discussed the latest annual report, conducted from October 1, 2014 through September 15, 2015. The noise analysis audit – conducted by an outside, independent firm and confirmed by a second company – indicated noise levels have been reduced to the point where the city must provide nine additional slots to air carriers, increasing the current air carrier slots from 41 to 50.

Editorial Comment: the number of airline flights is important to general aviation (GA) due to the geometry of LGB. The air carrier runway intersects the two smaller runways that are generally used by GA. When air carrier flights are bunched together during the day, the GA traffic pattern gets extended to allow windows for airline departures and arrivals. If there were no limits on airline flights, GA would be doomed!