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more  
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ever!**

# LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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*Teaching the world  
to fly!*  
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need from the first flight  
hour to an airline job and  
everything in between!*

**JUNE 2016**

**CELEBRATE FLAG DAY!**

**EDITOR C. ROBINSON**



## WHAT'S UP? FUEL TRUCK APPROVAL PENDING

Last month we reported that the airport approval process for our 1,500 gallon fuel truck was nearly complete. At press time, we continue to be bogged down by the process. Some of you may recall that June 1 is the annual renewal of the club's insurance policy; in the past, changes in premium have forced increase in aircraft rental rates. For the fuel truck, the city is now requesting updated insurance certificates before continuing with the approval process – even though the policy is being renewed with NO CHANGES. Plus, the city has direct communication with our insurance company.

We now are waiting for the June 1 certificates to provide to the city. Our policy is quite complicated so it generally takes a couple weeks to generate the tonnage of paperwork. The city has been provided with a subset of the policy a day before press time. No response has been forthcoming. The saga continues...

## AVIATION SAFETY REPORTING SYSTEM (ASRS) REPORT NUMBER 1322289

Synopsis: TBM 700 pilot reported encountering severe wake turbulence while on final approach to LGB airport in trail of an A320.

Narrative: I would like to file this report for educational purposes as I do not believe anyone acted incorrectly in any manner. I was following an Airbus A320 to Runway [30] at LGB on a visual approach and I believe the airbus may have also been on a visual approach. It appeared the airbus was well in front of me and below me although I could only see his nav lights allowing little to gauge distance. The tower did report that I had matched the approach speed of the airbus so I slowed 20 kts immediately. Everything seemed fine as I had contact with the runway end lights and made my way visually to the Runway 30 threshold. Then at somewhere between 1,000 and 1,500 I experienced a 75 to 80 degree un-commanded right bank roll. I had entered the vortices of the airbus and it was beyond anything I had ever experienced in my years of flying. I went full deflection left aileron followed by full power to avoid being rolled. I got the aircraft wings level and then experienced one more severe vertical wind shear event before returning to smooth flight. I request a left 360 for further spacing but was denied and given an option for Rwy 25L which worked out just as well. The lesson here is to be prepared for wake turbulence, monitoring following distance, altitude and flight path in comparison to the lead aircraft. Visually it appeared I had reasonable following distance and ample altitude above the big jet, however at dusk it is difficult to measure. If the lead aircraft is on a visual approach and not the glideslope or localizer you may have no other tools to avoid his flight path other than visual cues.

## NOTICE TO PILOTS from FAPA Newsletter Issue 10

The Fullerton Airport Pilots Association (FAPA) in conjunction with the KFUL ATC staff and the airport management is sending you this important reminder regarding the KFUL Class D airspace in an effort to prevent inadvertent intrusions that may result in a pilot deviation. Please note that the KFUL Class D is specifically tailored to the Fullerton airspace, IFR approach corridors and adjacent airspace. It is dramatically different in shape and size than the standard Class D 5 SM radius. The current KFUL Class D space is roughly 11NM X 6NM and abuts Los Alamitos Class D to the southwest. The Disneyland TFR (not shown) impacts the southern edge of KFUL Class D and is navigable with permission from KFUL tower as well as SoCal Tracon.

Class D airspace is depicted on TAC and Sectional charts with a dashed blue line surrounding the identified towered airport. The number in brackets [-25] indicates the height of Class D in hundreds of feet MSL. The primary airport is depicted by a blue airport symbol.

No person, at any airport with an operating control tower, may operate an aircraft on a runway or taxiway, or takeoff or land an aircraft, unless an appropriate clearance is received from ATC. The weather requirements for Class D airspace for VFR flight operations are 3 SM visibility, 500' below, 1,000' above, 2,000' horizontal cloud clearance. Under Special VFR, if granted by the controller, a pilot may enter or leave Class D Airspace in 1 SM of visibility while remaining clear of clouds.

FAPA urges you all to closely review the KFUL Class D airspace. Pay special attention to proper communications, distances and altitudes and make sure you have established radio communication with the tower PRIOR to entering Class D space during hours the tower is in operation. If you suspect any tower is NORDO contact adjacent towers, Tracon, Center or FSS.

## LGB INTERIM AIRPORT DIRECTOR From Long Beach Press Telegram

Juan Lopez-Rios, the city's current property services manager for Economic and Property Development, has been named as the interim airport director, effective April 2, after current Director Bryant Francis leaves for a position in Oakland.

Lopez-Rios has worked for the city since 2001. He has held management positions in Public Works and the Long Beach Airport, where he oversaw the airport's ground leases, airline and

ground transportation contracts and concessions, and assisted with planning for the new parking structure and concourse, the sale of city bonds for the parking structure and the slot allocations for the start of passenger service for Allegiant and Frontier Airlines.

The city will conduct a nationwide recruitment for the next airport director.

## BULLETIN: NOISE-CANCELLING HEADSETS from FAAST Blast

The FAA has issued a Special Airworthiness Information Bulletin (SAIB CE-16-08) that advises GA pilots and operators of concerns with the use of noise cancelling headsets. In many cases, pilots are using the noise cancelling headsets as supplementary equipment during operations.

When wearing these headsets, the pilot may be unaware of environmental sounds and audible warning annunciations in the cockpit that do not come through the intercom system.

## OPERATION LIGHTS ON

Did you know that FAA has a voluntary pilot safety program, Operation Lights On, to enhance the see-and-avoid concept?

Pilots are encouraged to turn on their landing lights during takeoff, i.e., either after takeoff clearance has been received or when beginning takeoff roll. Pilots are further encouraged to turn on their landing lights when operating below 10,000 feet, day or night, especially when operating within 10 miles of any airport, or in conditions of reduced visibility and in areas where flocks of birds may be expected, i.e., coastal areas, lake areas, around refuse dumps, etc.

Although turning on aircraft lights does enhance the see-and-avoid concept, pilots should not become complacent about keeping a sharp lookout for other aircraft. Not all aircraft are equipped with lights and some pilots may not have their lights turned on.

For other recommendations for avoiding the potential hazards of a midair collision and near midair collision, and to emphasize those basic problem areas related to the human causal factors where improvements in pilot education, operating practices, procedures, and improved scanning techniques are needed to reduce midair conflicts – AC 90-48C - Pilots' Role in Collision Avoidance

**CONGRATULATIONS!**

ACCOMPLISHMENTS			
ADEL NAGUIB	First Solo	ARCHER	CFI GREG STEUBS
ANDREW BUDIMAN	Private	C-172	CFI RYAN DAVIS
RUL YACOB	Commercial Single	C-172RG	CFI ABHISHEK MUDGAL
RUDI LIMICH	Commercial Multi	Seminole	CFI JOHN CAMPBELL
MINJUN KIM	CFII	172RG	CFI RICHARD GARNETT

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

**TOP GUN AWARD** goes to MENG-WEI LIN for logging the most flight hours in club aircraft in May. Runners up were CHIAWEI HUANG and HAKAN SOYYIGIT !!

**CONGRATULATIONS** to RUDI LIMICH on his recent success on being hired at Skywest as a first officer on the CRJ. With a fleet of 356 aircraft, SkyWest operates nearly 1,900 flights each day to 209 destinations throughout North America. Possible crew domiciles for Rudi include Chicago O'Hare, Colorado Springs, Denver, Fresno, Houston, Los Angeles, Minneapolis/St. Paul, Palm Springs, Phoenix, Portland, Salt Lake City, San Francisco, Seattle and Tucson. Good Luck! Keep in Touch!

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

**NOTAM:** Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to Richard Eastman for the help with this newsletter!

**RUNWAY STATUS LIGHTS -- NEW FAA AIRPORT SAFETY TOOL**  
submitted by Richard Eastman

There are currently 17 airports using RWSLs (Runway Safety Lights). For those of you that fly in/out of Southern California, airports include LAX, LAS, PHX, and SFO. Others are planned.

The lighting systems, when red, mean STOP. They should be intuitive, but the appended document helps with understanding. If they are RED and you stop – the fact that the RED lights go off DOES NOT MEAN that you can proceed with your taxi or your takeoff. The RED light supersedes a controller clearance; and when the light goes off – you must still get further clearance!

Please review [www.faa.gov/air\\_traffic/technology/rwsl](http://www.faa.gov/air_traffic/technology/rwsl) so you're not "surprised" when you encounter an RWSL at some airport in the future (whether listed here ... or one to be added in the future).

**FAA BETS ON MORE ADS-B INSTALLS WITH \$500 REBATE from AOPA.org**

The FAA is betting that \$500 will spur more aircraft owners to equip with Automatic Dependent Surveillance-Broadcast (ADS-B) Out technology in the next year. Following months of encouragement from AOPA and others in the industry, FAA Administrator Michael Huerta placed such a bet on June 6 during a meeting at the Wichita Aero Club in Kansas.

Equipment rates are not where we'd like to see them," the administrator said during the meeting. In an effort to increase the number of owners who equip prior to the Jan. 1, 2020, deadline, the agency is offering \$500 for the first 20,000 owners of single-engine piston aircraft when the program launches sometime this fall. "Get off the sidelines and take advantage of all the benefits ADS-B has to offer," he said.

Although some benefits are still being finalized, Huerta said he expects the program to launch this fall, at which point only those who have not yet installed ADS-B equipment can take advantage. The Aircraft Electronics Association will administer the rebates, which can be redeemed after a successful compliance check following the installation. So long as the equipment meets the mandate, the owner will be eligible, regardless of the ADS-B manufacturer.

In explaining why the agency decided not to make the rebate retroactive, the administrator thanked pilots who have already equipped, and said the focus is on incentivizing all pilots to meet the mandate. "Not equipping will leave aircraft grounded on January 1, 2020," he said.

AOPA President Mark Baker said that cost has been a significant factor for many owners who would like to equip, and that this rebate could go a long way to helping ease that burden. "We hope the general aviation community will take full advantage of this opportunity," he said.

It's important to meet the mandate and install Out capability so your aircraft can be seen by everyone.

**NEW & REJOINED CLUB PILOTS! WELCOME!**



- GIHON ANUGRAH*
- MICHAEL BROWN*
- JAE WOOK CHO*
- JASON COWLS*
- JAVIER DIAZ*
- NEIL ESPINOZA*
- BRIAN HEDRICK*
- JULIAN KIDD*
- DANIEL LEPORE*
- RICARDO MARTINEZ*
- KEVIN MERRILL*
- MATTHEW PETROSKY*
- BRYAN PONTE*
- TIMOTHY SULLIVAN*
- BRYAN VALERA-GENGLER*
- ADAM VELDEN*
- MICHAEL WALTERS*

**HAPPY JUNE BIRTHDAYS**



- KENNY BORONOWSKY*
- RAY COTTER*
- DARRIN GLENDAY*
- OMAR GONZALEZ*
- PANCH JEYAKUMAR*
- DANIEL JOHNSON*
- MICHAEL KNUEPPEL*
- CANDY ROBINSON*
- JOHN S. MILLER*
- GREGORY J. MYERS*
- DAVID OFFITZER*
- RAKESH RAVINDRAN*
- JEFFREY ROCK*
- MATTHEW SMITH*
- JASON STONE*
- RICHARD WIGFIELD*
- ANDREA YORK*

**CHECKPOINTS**



Jun 16:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Jun 16:	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Jun 29:	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!
Jul 12:	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.
Oct 22-23:	BREITLING Huntington Beach Air Show! <a href="http://www.hbairshow.com">www.hbairshow.com</a> (** note new website address **)