



LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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to fly!
With all the aircraft you
need from the first flight
hour to an airline job and
everything in between!*

AUGUST 2016

Celebrate National Aviation Day

EDITOR C. ROBINSON

LOOK! UP IN THE SKY. IT'S A BIRD. IT'S A PLANE. IT'S... NATIONAL AVIATION DAY!

Ever since 1939, August 19 has been celebrated as National Aviation Day, the legacy of a presidential proclamation first made by Franklin D. Roosevelt. Selected because it was Orville Wright's birthday, the decision to revel in all things aeronautical came at an exciting time in aviation history. Just 36 years after the Wright Brothers flew the first heavier-than-air flying machine in 1903, aviation was a growing – if not thriving – industry in the United States and around the world. New world speed and distance records were being set, airlines that still exist today were being formed and, as World War II began, both Allied and Axis Powers sought new ways to beef up aviation's role in warfare. By 1939, the National Advisory Committee for Aeronautics (N.A.C.A.) – NASA's organizational predecessor – was 24 years old and already well established with the nation's premiere aviation research

laboratory in Virginia, and a brand new center just approved to be built in California. Fundamental problems with flight were being solved on the drawing boards and in wind tunnels, enabling aircraft to fly faster, higher, farther and with more and more cargo and passengers. Today it can be said that every U.S. aircraft and air traffic control tower in operation today uses some kind of NASA-developed technology.

There's a lot to celebrate any time of the year, but especially on National Aviation Day. So how can you get in on the party in the sky? For more of NASA's ideas on celebrating National Aviation Day, go to www.NASA.gov.

From: www.NASA.com



Download Orville from:
<http://www.nasa.gov/aero/where-is-orville>

NASA's #1 WAY TO CELEBRATE NATIONAL AVIATION DAY:

Show us "Where is Orville?"

1. Download your Orville and print him out. It is recommend to print a few copies so that you can post pictures from several different locations if you want! Use the entire sheet in your photo, or, cut along the dotted line to release Orville from the page.
2. Starting Friday, August 19, take photos. Are you going to be at an airport? Are you already on vacation at a place that you reached by air? Do you work in the aviation community – at a company, organization or agency that has something to do with flight? Are you at school for aeronautics or aerospace? Are you a pilot or member of a flight crew? Do you work at an airport? On the "@" line, write where you are and then take a selfie or regular photo while holding your Orville.
3. Post, and be sure to tag your posts with #WhereIsOrville.
4. Watch NASA Aeronautics social media accounts to see if we like your post.
Twitter: @NASAAero
Facebook: like us at "NASA Aeronautics"

WHAT'S UP? AVIATION HISTORY



Recently I found myself on a bus in Berlin, Germany (it's a long story), driving past a huge, abandoned airfield, Tempelhof Airport.

Closed since October 2008, Tempelhof Airport recently hit the news when Germany began housing refugees in the abandoned airport buildings.

But Tempelhof's historical significance, at least in the hearts of Berliners, lies solidly in the role the airport played in the humanitarian rescue efforts in the 1940s, so much so that recent politics to reuse the property failed; the citizens of Berlin voted to keep airport like it is, a park without trees.

At the end of World War II, a defeated Germany had been divided into four sectors controlled by the western Allies (United States, Great Britain, and France) and the Soviet Union. The capitol city of Berlin, deep in the Soviet sector, had been divided in half, with West Berlin controlled by the western Allies and East Berlin by the Soviets. However, they disagreed over how Germany should be run. The democratic countries of the west were determined to stop the spread of communism and wanted the country of Germany to be united under one democratic government. Tensions began to mount between the west and the communist countries controlled by the Soviet Union of the east. The Soviet Union, led by Josef Stalin, wanted total control of Berlin. They believed that if they cut off Berlin from external supplies and food, then the city would fall under their control. The siege, an attempt to starve more than 2 million citizens and thousands of Allied troops, blocked all access to Berlin by land and water, including the all-important railroad line, and they eventually cut off power to the city's west. Under President Truman, the USA vowed to break the blockade. With starvation of the Berliners looming, the USAF, along with other Western allies, responded to a Soviet blockade of West Berlin by flying 2.3 million tons of freight into the divided city. This came to be known as the "Berlin Airlift" and lasted for almost a year, from 28th June 1948 until 11th May 1949. Tempelhof Airport was the major Berlin airfield for the Berlin Airlift and has come to symbolize freedom on the frontline of the Cold War and in the fight against Communism.

The Airlift's 278,228 flights succeeded in bringing 2,326,406 tons of cargo into Berlin, approximately 75 percent of it in American aircraft. American aircrews made more than 189,000 flights, totaling nearly 600,000 flying hours and exceeding 92 million miles. Altogether, a total of 689 aircraft were engaged in the Berlin Airlift, 589 military and 101 belonging to civilian operators. Aircraft participating from the United States included 330 C-54 Skymasters, hundreds of C-47s, five C-82s, one C-74, and one C-97. British aircraft involved included C47 Dakotas and Avro Yorks.

To keep the aircraft going, military and civilian mechanics worked around the clock to support airlift operations. Maintenance became the highest priority and utilization was further maximized by inspecting aircraft components and systems after every 20 hours of flying time to ensure proper operation.

At the height of the operation, an allied aircraft landed in Berlin 45 seconds at Tempelhof Airport. Lack of runways at Tempelhof— not designed to support the loads the C-54s were putting on them—required hundreds of laborers, who ran onto them between landings and dumped sand into the runway's Marston Mat (pierced steel planking) to soften the surface and help the planking survive. Since this system could not endure through the winter, between July and September 1948, a 6,000 ft.-long asphalt runway was constructed at Tempelhof.

Accommodating the large number of flights to and from Berlin of dissimilar aircraft with widely varying flight characteristics required close coordination. A complex timetable for flights was developed, called the "block system": aircraft were scheduled to take off every four minutes, flying 1000 feet higher than the flight in front. This pattern began at 5,000

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CONGRATULATIONS!

ACCOMPLISHMENTS			
NICOLA CAPPALAI	Private	C-152	CFI JOHN CAMPBELL
JICHENG ZHOU	Instrument	C-172	CFI MINJUN KIM
SHEHAN DINUKA DE SILVA	Commercial Single	C-172RG	CFI JOE DEL RIO

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

TOP GUN AWARD goes to POCHUN TSENG for logging the most flight hours in club aircraft in July. Runners up were KUN-HUNG TSAI and JICHENG ZHOU!!

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!

TRIVIA NIGHT! FREE AOPA AIR SAFETY INSTITUTE SAFETY SEMINAR

When: Wednesday, October 26, 2016, starting at 19:00 Pacific Daylight Time
 Where: Doubletree by Hilton Irvine Spectrum
 90 Pacifica
 Irvine, CA 92618
 Sponsor: AOPA Air Safety Institute
 Contact: Robin Sharitz, 301-695-2175, Robin.sharitz@aopa.org

Sure, you know lots of important stuff about flying...but how sharp are your trivia skills? Join us for our latest seminar and find out! We'll test your knowledge of the arcane while also exploring the safety issues behind the trivia. For example, do you know: How long Lindbergh went without sleep during his transatlantic flight? How many drinks it takes to degrade performance as much as a poor night's sleep? What piece of equipment "caused" Eastern Air Lines Flight 401 to crash? From vintage navajids to aerodynamics and little-known aircraft, we've put together a collection of questions sure to put your knowledge to the test—and make you a safer pilot.

(from page 1) feet and was repeated five times. This system of stacked inbound serials was later dubbed "the ladder." To maximize utilization of a limited number of aircraft, the "ladder" was altered to three minutes and 500 feet of separation, stacked from 4,000 feet to 6,000 feet.

Aircraft flew northeast through the American air corridor into Tempelhof Airport, then returned due west flying out on through the British air corridor. After reaching the British Zone, they turned south to return to their bases.

None of these efforts could fix the weather, though, which was the biggest problem. November and December 1948 proved to be the worst months of the airlift operation. One of the longest-lasting fogs ever experienced there blanketed the entire European continent for weeks. All too often, aircraft would make the entire flight and then be unable to land in Berlin. On November 20, 42 aircraft departed for Berlin, but only one landed there. At one point, the city had only a week's supply of coal left. The weather finally improved.

To improve air traffic control, which would be critical as the number of flights grew, newly-developed Ground Controlled Approach radar system (GCA), ground radar screens for controllers to issue heading and altitude to the pilot, was flown in for installation at Tempelhof. With the installation of GCA, all-weather airlift operations were assured.

I probably ditched school too much and missed out on these significant events. Perhaps I would have begun flying at a younger age had I learned about this chapter in aviation history.

AIRMAN CERTIFICATION STANDARDS (ACS) REPLACES PRACTICAL TEST STANDARDS (PTS)

The Airman Certification Standards (ACS) were developed as a way to improve airman training and testing. The ACS provides an integrated, holistic system that clearly aligns airman testing with certification standards and guidance.

Built on the existing Practical Test Standards (PTS), which explicitly define the performance metrics for each flight proficiency element listed in 14 CFR, the ACS approach enhances the PTS by defining the specific elements, aeronautical knowledge, and risk management needed to support each Area of Operation/Task. The PRIVATE PILOT and INSTRUMENT RATING ACS became mandatory beginning June 15, 2016.

CHECKPOINTS



Sep 15:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Sep 15:	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Aug 31:	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!
Sep 13:	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.
Oct 22-23:	BREITLING Huntington Beach Air Show! www.hbairshow.com (** note new website address **)

NEW & REJOINED CLUB PILOTS! WELCOME!



FABIAN BRETON
 HAO (FRANK) CHEN

TREVOR DALBEY
 DEVIN GARCIA

ROBERT GARRET
 NANCY GIRGIS

TAE YUB LEE
 JIMENA LORENZO

DAVID MARTINEZ
 JACOB MERRICK

CASSIE NGUYEN
 TED PEARSON

HARSHANA SAMARASINGHE
 CHAD SMITH

JUSTIN THARPE

HAPPY AUGUST BIRTHDAYS



MARCOS ANTONIO ALMAZAN
 SUKYUNG BAE

NICOLA CASSARO CAPPALAI
 ADAM CASH

RYAN DAVIS
 ARTHUR DE WIT

VAUGHAN DEHART
 EDGAR FLORES

DEAN HALL
 NOLAN HERZOG

MARK R. HILSTAD
 JOSEPH JACKSON

CHRISTOPHER KRAJACIC
 DAVID LOCKE

JAMES LOISCH
 RICARDO MARTINEZ

SEAN MCCORMICK
 PEJMUN MOTAGHEDI

HAJIME NAKAMURA
 ALISTAIR NEAL

RANJEET RAJAN
 FRANK REINMILLER

HARSHANA SAMARASINGHE
 HIROMICH SHIMIZU

ENRIQUE VERA
 CHOONG MO YANG

JICHENG "JASON" ZHOU