



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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SEPTEMBER 2016

*Welcome Autumn Flying!*

EDITOR C. ROBINSON



## WHAT'S UP? RIP for RP 16R and 34R

The newly-published Chart Supplement (September 15 – November 10, 2016) has informed us of two recent changes that will be published with the next revision cycle of our Sectional and LA Terminal Area VFR charts. Both deal with the airport information printed on the VFR charts.

- (1) The airport information for LGB will be changed. The wording of the change bulletin reads "Delete RP 16R and 34R at LGB 33°49'03"N, 118°09'06"W."

This means the information printed on the chart will be changed:

Current: RP 7R, 16R, 25R, 34R  
Future: RP 7R, 25R

Right pattern for Runway 7R and Runway 25R will remain; Right pattern for closed runways 16R and 34R will be removed.

Yet another nail in the coffin in the demise of our beloved north/south runways, 16L and 16R, at LGB. It will be a long, drawn out death, much like pulling a bandaid off very, very slowly.

- (2) The other airport information change that will be made is for Brackett Field and reads: "Change BRACKETT ATCT freq from 118.2 to 118.2 Rwy 08R/26L, 133.3 Rwy 08L/26R"

## WEATHER AVOIDANCE: ENHANCE YOUR WEATHER PLANNING

Weather — the biggest challenge to pilots and probably the least understood and least taught subjects in primary flight instruction. The weather knowledge required to successfully pass the FAA's written and practical tests is marginal. So how can we learn how to avoid the worst Mother Nature can throw at us? Most of us will never become expert meteorologists. But thanks to advances in technology, we only need to understand some basic weather concepts. Technology presents the information, but we must know enough about it to make the right go/no-go decision. To better understand weather and to avoid the really nasty stuff involves better understanding of the resources we already have, along with using technology to put it all together.

Don't rely heavily on the terminal area forecast (TAF). It is only good for a five-mile radius around the station and not indicative of the weather along a route. Also, winds-aloft forecasts, good for six hours, should only be used as a trend for go/no-go decision making.

Weather avoidance is an exercise that consists of acquiring data and making tactical decisions based on that data. Weather isn't static – weather planning and avoidance is a process.

1. Look for Trends: What the weather been doing for the past several hours is the best indicator of what it probably will do. A surface analysis chart is transmitted every three hours and covers the contiguous 48 states and adjacent areas. It shows the areas of high and low pressure, fronts, temperatures, dew points, wind directions and speeds, local weather, and visual obstructions.
2. Gather Data: The Internet and cable/satellite television have made weather data gathering much easier. [www.weather.com](http://www.weather.com) and [www.aviationweather.gov](http://www.aviationweather.gov) and Aviation Digital Data Services (ADDS) have vast amounts of information for pilots.
3. Get The Big Picture: Print out a copy of the FSS briefing. The purpose of printing a standard briefing from DUATS ([www.duats.com](http://www.duats.com)) is because it's difficult to absorb all the information by telephone alone; it's easy to miss something. It should be noted that both DUAT and DUATS are provided by the FAA. The standard FSS briefing is useful, especially for getting the latest information. Knowing the difference between "standard" (for most flights), "outlook" for flights more than six hours in advance and "abbreviated" briefings only to update specific items from a previous briefing, is important.
4. Go or No-Go: Never count on the aircraft's capability to compensate for your own lack of experience. You don't get knowledge from experience. You apply knowledge you've learned and apply it to then gain experience. Make the decision based on fact, not emotion.
5. Prepare Passengers: The pressure to get passengers to their promised destinations is stress-inducing. Set expectations beforehand so the pressure is off. If passengers know they might have to spend the night waiting out the weather, they're less likely to pressure the pilot to get there. Remember that the best weather avoidance tool is waiting it out on the ground.
6. Last-Minute Update: Use the strength of the Flight Service briefing—fresh updates—to better prepare for the flight. Get an abbreviated briefing just prior to takeoff.
7. Escape Route: Know where the weather will be good near your route. Have fuel reserves planned so you can reach alternates without running below legal reserves. Know frequencies and runway data, or use cockpit resources to get this enroute.
8. Re-evaluate: Once in flight, constantly check weather along your route by monitoring ATIS/AWOS/ASOS along your route to get current conditions.
9. Verify: Look outside the cockpit to determine if conditions match what was forecast. Weather changes rapidly and you'll know about conditions at your position before anybody else.

There's much to learn about weather. Getting a pilot's license doesn't mean learning stops. Weather planning is ultimately about making safe compromises between time, altitude and route based on the information gathered during the process of your weather planning.



Can you identify all the other symbols in this inset? See page 2 for the answers.

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.
- 13.
- 14.
15. Underlining SIGNAL HILL

If you get 100% of the symbols correct, please let me know for honorable mention in next month's newsletter!

If you miss just one, make sure you review the TAC chart legend or the Aeronautical Chart Users Guide.

If you miss two or more, grab your favorite flight instructor and take him/her out to lunch to review your VFR chart. It will be fun — I promise!

The phrase, "VFR not recommended" is used much too often. Many pilots have heard the warning, decided to launch anyway to "take a look," and have found no bad weather along their route, confirming their confidence. So the phrase has lost some of its bite; but, use it as encouragement to gather more information before making a decision.

**CONGRATULATIONS!**

ACCOMPLISHMENTS			
XAVIER FAELDAN	First Solo	C-152	CFI ALI MOGHNIEH
MATT PETROSKY	First Solo	C-172SP	CFI DON SWETT
SHOTA SERIKAWA	Commercial Multi	SEMINOLE	CFI JOHN CAMPBELL

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

**TOP GUN AWARD** goes to JASON ZHOU for logging the most flight hours in club aircraft in August. Runners up were FRANK CHEN and BRIAN TRAN!!

**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.

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



VALERIE ASHTON

MIKE BOONE

FRANKLIN CASTILLO (BELLFLOWER)

SAMEERA DAYARATNE

DIEGO GADDI

DEVIN GARCIA

ROBERT KASSOUF

BRENNAN LIU

TED PEARSON

EDWARD WILSON

**LAX TAC — CHART SYMBOLS WITHIN LGB CLASS D AIRSPACE**

- Control tower, next value is primary frequency
- Tower frequencies, star indicates operation part-time. See tower frequencies tabulation for hours of operation
- Follows the Common Traffic Advisory Frequency (CTAF)
- Elevation in feet
- Lighting limitations exist; refer to Supplement.
- Length of longest runway in hundreds of feet; usable length may be less
- UNICOM, Aeronautical Advisory Station
- Rotating airport beacon in operation sunset to sunrise
- Ceiling of Class D Airspace in hundreds of feet (without minus sign indicates ceiling value is up to and including that value)
- Tanks—water, oil or gas
- IFR Departure Route
- Bi-directional VFR Transition Route – specifically the Coliseum Route
- Combined enroute airway radial/RNAV "T" Route Minimum Enroute Altitude (MEA),
- Boundary of Class B airspace, using the 319 degree SLI radial
- Underlining**  
 SIGNAL-HILL VFR Checkpoint -- Underline indicates proper name of checkpoint

**HAPPY SEPTEMBER BIRTHDAYS**



- KEVIN ALBA  
 RANDALL JOHN FERGUSON  
 SHAWN GILL  
 NANCY GIRGIS  
 GIOVANNI GOMEZ  
 MONTY GROUTAGE  
 DAENG HADIKUSUMO  
 JASON HAYN  
 SIRIKUL  
 JONGKOLSONGKROH  
 JOSHUA KWALK  
 TIM LAU  
 ALBERT LEE  
 TAE YUB LEE  
 ERIC LUEVANO  
 KEVIN MCGREW  
 KEVIN MERRILL  
 ABHISHEK MUDGAL  
 SO YUN PARK  
 TED PEARSON  
 MICHAEL PIRCHER  
 JOSE ROMO  
 KEVIN SANCHEZ  
 JARED SAVAGE  
 HANK SURFACE  
 LEON VANOS

**CHECKPOINTS**



Oct 20	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Oct 20	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Sep 28:	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!
Oct 11:	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 **)