



LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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everything in between!

DECEMBER 2016

Merry Christmas!

EDITOR C. ROBINSON



WHAT'S UP? PARTY TIME

We had a great Holiday Hangar Party this year, gorging ourselves on amazing pit-smoked BBQ and sides and desserts. Out of this world!

In addition to our annual Christmas party, the office presented me with balloons, flowers and a card full of well-wishes to celebrate 36 years with the club. I found myself confessing that the first 18 years were the hardest. That sounds ridiculous, but it's true! Here are but a few examples of some of the craziness from the early years:

1. When first took over, the club phone (for calling weather, etc.) and answering machine were in the lobby. My first phone bill had multiple long-distance calls to Jamaica.
2. Bad weather kept me awake at night — I couldn't afford to have flights canceled. If the wind picked up during the night, I was back at the airport to make sure everything was tied down.
3. The club's first location was off the Cherry North exit of the 405 freeway, followed by a really harrowing, quick right turn onto Saint Louis Street. It was pretty much an open field on the airport's west side. We once had a bunch of field mice move into the building so I bought some rodent poison, which the critters ate right up, causing their demise inside the walls. For nearly a week, the club smelled horrible, the stench so strong it caused everybody's eyes to water.
4. We once had a gopher get inside the building. Gophers are extremely ugly and this one was extremely panicked. We had to work for quite some time until we could chase him back outside.
5. I used to take Mondays off. One Monday, extremely exhausted, I drove to Laguna to lay on the beach and veg out. Not five minutes after I got there I became aware of the sound of an airplane. I propped myself up on my elbows in time to see N80853 fly by at eye level, probably 40 feet off the water and closer than 500 feet to any person (namely me). Normally I would have jotted down the date and time of the infraction but I was too pooped out and discouraged to look for a pen and paper.
6. The water pressure was so low in the restroom we frequently had ugly plumbing events. So when I once got a call that we were out of toilet paper in the restroom, I hurried back to the airport to restock. The next day we were again out of paper. I subsequently found out that a couple pilots were unrolling about 20 feet or so off the roll and throwing the roll out the window at altitude. I've heard it looks neat but apparently they were also doing a 180 degree turn to try to cut the streamer with the prop. I never tried it because I figured there was a chance the air filter would catch the paper and cut off the air to the engine and the probable cause on the NTSB report would read "toilet paper."

Perhaps the club experience hasn't gotten easier, but it has gotten different. Thanks for the flowers!

CHANGES TO THE LOS ANGELES TERMINAL AREA CHART (LA TAC)

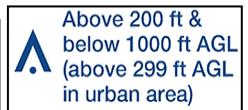
Edition 74 of the Los Angeles Terminal Area Chart was published December 8, 2016 and is good until June 22, 2017. Check out the changes:

Chart Legend

1. Airport data section added "WX CAM" -- Weather Camera (AK); for more information, see the current Aeronautical Chart Users Guide.
2. Airport data section added "AFIS" Automatic Flight Information Service (AK); for more information, see the Aeronautical Information Manual, paragraph 4-1-14.
3. Changed the definition of the "inverted V" symbol from "below 1000 ft AGL" to "above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)". We were unable to find additional information for this new chart symbology.
4. Add miscellaneous symbol: "STADIUM" TFR site (within 3 NM, up to & incl 3000' AGL)

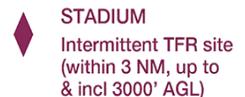


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Navigation side

1. The Stadium symbol, to depict intermittent TFRs, was added to the following VFR checkpoints: LA Coliseum, Anaheim Stadium, Rose Bowl, Dodger Stadium and California Speedway.
2. El Monte Airport has been renamed San Gabriel Valley Airport.



Flyways side

1. Both changes noted for the navigation side of the chart were incorporated.

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!

ON DECLARING AN EMERGENCY excerpted from Angel Flight Newsletter

You've all heard the aviation adage "I'd rather be on the ground wishing I was in the air than in the air wishing I was on the ground." Along those same lines it could be said that it is better to declare an emergency and not needed the handling than to not declare an emergency and wish that you had.

Cont. page 2

BIG BEAR INCIDENT NOVEMBER 14TH Submitted by Bob Hartunian, Big Bear-Based Pilot/Correspondent

A little news from up in Big Bear.

On Monday morning at Big Bear airport, a Piper Arrow was taking off to the west in front of me. His engine sounded peculiar to ground observers, popping and rough running, yet the pilot chose to still takeoff. I'm not sure he even did a mag check as he appeared to just turn onto the runway and depart. He barely got out of ground effect over the lake and could not climb, so he called Unicom and declared an emergency.

One of our airport crew got on the radio and told me to abort my takeoff roll to clear the runway and advised the Arrow pilot to assure his gear stayed up. Arrow gear will drop automatically when airspeed gets low to avoid a gear-up landing but when trying to climb, the gear is draggy. There is an over-ride that will keep the gear up and the pilot used it. He could not climb any higher than 200' agl.

Unicom suggested that he continue ahead over the dam and into a canyon with continuous downhill clearance down to Redlands or San Bernardino airport. The pilot decided to return to Big Bear airport and managed to turn the plane around gradually and landed safely downwind.

The point of the story is to always do a runup to assure engine performance, leaning for altitude and having a mental picture of what to do if the engine has problems on takeoff.



ACCOMPLISHMENTS

NEVIN ODERO	First Solo	C-152	CFI JOE DEL RIO
EILEEN RUIZ	First Solo	C-172	CFI MELINDA WASMUND
POCHUN TSENG	Private	C-152	CFI TOMAS MARTINEZ
SUKYUNG BAE	Private	C-152	CFI MINJUN KIM
CHRIS KRAJACIC	Private	C-172	CFI GIOVANNI GOMEZ
FENDI LI	IFR	Warrior	CFI MINJUN KIM
JOE MISHURDA	Private	ARCHER	CFI GREG STEUBS
JARED SAVAGE	Private	ARROW	CFI RICHARD GARNETT
MENG WEI LIN	Commercial Multi	SEMINOLE	CFIs GARNETT/CAMPBELL

CONGRATS to RICHARD GARNETT, top CLUB CFI for November logging the most hours of dual given in club aircraft! Runners-up were ABHISHEK MUDGAL and MINJUN KIM

TOP GUN AWARD goes to TAEJIA HAN for logging the most flight hours in club aircraft in November. Runners up were JOON HO YEO and MATTHEW PETROSKY!!!

CHECKING IN: The following pilots dropped by the club and reported all is well at their new jobs: HAROON HAFEEZ at GoJet — based in Raleigh Durham flying the CRJ 700s and 900s; KEVIN GABELE at Compass flying the Embraer 170 and 175; and LORENZO BOLOGNESI at SkyWest!!! Congrats guys!

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 Bob Hartunian for the help with this month's newsletter!

MILESTONE: On December 8, 2016 our "new" fuel truck fueled its first club aircraft. It will be a while before we're 100% operational — but we're making progress!!!



NEW & REJOINED CLUB PILOTS! WELCOME!



ALEX CARILLO

JOSEPH CASSANI

RICH PHAIR

ANDRE SANCHEZ

PHILIP STOKES

PETRO KOSTIV

RYAN WATTS

MICHAEL WHITEHURST



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

Continued from page 1: If there is no damage to the aircraft an NTSB report is not required and if you never hear from the FAA, no sweat. But the truth is that you should be happy to fill out whatever reports the FAA, NTSB, or whomever wants you to because you completed the flight safely. If you are interested, NTSB Part 830 provides the reasons and timing for when you must file a report.

You probably remember from your flight training that there are two phrases you can use to command attention depending upon the severity of the situation. "Mayday, mayday, mayday" implies a serious and life threatening emergency. "Pan, pan, pan" communicates that you have an urgent situation. If there is any doubt, "Mayday" is the right answer, or simply state "I am declaring an emergency."

Remember the old saw, "If you have an emergency, you should: 'Aviate, Navigate, and Communicate.'" The new take on that would add: "Manage," as in manage the problem to a safe conclusion. Once you have declared an emergency, you have the right to do anything necessary to achieve a safe resolution. But first, FLY THE AIRPLANE and navigate toward a safe haven. Communication can wait until you are ready.

If you need assistance, ATC is standing by to provide whatever you need. If you need a frequency, airport weather, approach information — it doesn't matter — ATC will help you in any way they can. If you have passengers you can also use them in whatever way makes sense.

The most important thing to keep in mind is that, in an emergency, the pilot should stay focused on doing whatever it takes to get the airplane safely on the ground. So, while in the midst of a situation, keep your focus, use the resources available, and declare an emergency if that will help.



HAPPY DECEMBER BIRTHDAYS

TRISTAN BURKE

HOLME COOLEY

JASON COWLS

MAHER DARWISH

JOSEPH DODDS

SAMER HUSSEIN

VICTOR JASNIY

BENJAMIN JOHNSON

MIKE KRAMER

AARON KRIEGER

NATHAN LEGASPI

TOMAS MARTINEZ

JACOB MASON

DAN MIKKELSEN

DEON MITTON

DONALD MYHRA

JARED SANDERS

BRYAN VALERA-GENGLER

BRIAN WARD

JUN WATANABE

IAN WHITAKER

CHARLIE ZABINSKI

CHRISTMAS IS COMING!!!

We will have the following office hours during the holidays:

8:30 AM to 1:30 PM	Saturday December 24, 2016	Christmas Eve
Closed	Sunday, December 25, 2016	Christmas Day
8:30 AM to 1:30 PM	Saturday, December 31, 2016	New Year's Eve
Closed	Sunday, January 1, 2017	New Year's Day

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



CHECKPOINTS



Jan 19:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
Jan 19:	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.
Jan 10:	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.