



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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**MAY 2017**

**HAPPY MEMORIAL DAY!**

**EDITOR C. ROBINSON**



## WHAT'S UP? SAFETY NOTICE AND LETTERS TO AIRMEN RELEASED FOR LGB

The Safety Notice below was sent to pilots who subscribe to FAA Safety.gov, which sends FAAST blasts about seminars, events and safety issues. FAAST is the acronym for Federal Aviation Administration Safety Team. Depending on how the subscription preferences are set up, Long Beach pilots may not have received this important issue. I personally did not receive it, but fortunately was made aware of it.

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### LONG BEACH AIRPORT SAFETY NOTICE NUMBER: NOTC7150 ISSUED MAY 5, 2017

This Safety Notice is directed to all users of Long Beach Airport. Airport design, operation types, and number of users make Long Beach Airport uniquely complex and busy. For this reason we have requested that helicopter and fixed wing aircraft remain vigilant for one another and assist in the safe and efficient use of Long Beach Airport. The instructions and information below will help all users become aware and avoid behaviors that put additional risk into the National Air Space System.

Use Caution - remain vigilant for large jet aircraft landing and departing on Runways 30 and 12.

- Flight paths of departures and arrivals bisect parallel runways and their associated downwind.
- All aircraft on or entering the left downwind for Runway 25L must remain north of Signal Hill unless specifically instructed by Air Traffic Control (ATC) otherwise.
- All aircraft on downwind for Runway 25L are not authorized to turn base or begin descent until east of Runway 30 unless specifically instructed to do so by ATC.
- All aircraft on downwind for Runway 7L are not authorized to turn base or begin descent until west of Runway 12 unless specifically instructed to do so by ATC.

Use Caution - high density helicopter operations over Long Beach Airport that intersect, parallel and conflict flight paths with runways.

- Helicopter pad down-winds fly opposite direction and a few hundred feet north of aircraft on final Runway 25L/7R.
- Helicopters commonly cross runways midfield at 500 feet MSL.
- Helicopters are commonly held in a left racetrack pattern between parallel runways at 500 feet to provide separation with Runway 30 departures/arrivals.

### WINDSCREEN MARKINGS By Chief Instructor, RICHARD GARNETT

I have noticed recently that several Cessna 172's have large blue "X's" inscribed inside the windscreen. There are usually two, one in front of the left and right seat, but sometimes there are as many as three or four markings in various places. I think some CFI is making these marks with a blue ink marker on the windscreen.

I am not sure exactly why anyone would mark the inside of the windscreen like this, maybe as a reference point for steep turns?? In any case, these large blue markings are now etched into these windscreens and are permanently damaged. I have spent time trying to clean these marks off and have found they cannot be removed. They are extremely annoying to see, and of course very distracting.

If anyone has any information as to who is marking up the windscreens, please let me know. Thank you.

### THOUGHTS FROM THE DISPATCHER'S DESK: PREFLIGHT ACTION By PHILIP STOKES, Private Pilot/Instrument Student, Advanced Ground Instructor

Whether you are an instructor, a student, or a renter at LBFC, everyone at one point or another has felt the eagerness to get outside to the plane and get up in the air. Every single day it seems like there are folks who want to snatch the aircraft book right out of my hand, run out to preflight the plane, all before I can even set the book down on the counter to check for open squawks! Especially if I see a student who looks rushed, I'll ask, "So what's the weather lookin' like?" and at least half of the time I get eyes that look like a deer in the headlights. As a fellow pilot, I definitely get it. However, if I could offer one piece of advice to all students and renters of LBFC, it would be to slow down a bit and think about 14 CFR 91.103: Preflight Action. There's no doubt that you've seen this regulation a million times no matter how much experience you have, but let's take another look at it:

**91.103: "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight...For flight under IFR or a flight not in the vicinity of the airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays...For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information..."**

For weather briefing purposes, instructors may define "a flight not in the vicinity" as any flight that is out of the traffic pattern. Seems like a reasonable definition to me. Depending on your own definition of how close "in the vicinity" is, you might tend to make that quick trip to Camarillo for lunch by just checking the METARs, the TAF, and that's it--especially if it's one of the many clear days that we get here in southern California. But you must resist this tendency! As a great flight instructor, mentor, and friend of mine once told me: you should have the mentality of a captain, not just the mentality of a pilot. Captains don't take shortcuts. Get the full story about the weather every single time. Familiarize yourself with the weight and balance to determine takeoff and landing performance every single time. Calculate your fuel requirements and have an alternate every single time. Worst case scenario is that you are over-prepared for your flight, but you've started developing a habit to gather the same essential information for each flight no matter how far away you're intending to fly. Best case scenario, you are adequately prepared for unexpected weather or an unexpected diversion that will inevitably happen. Flying is all about two things: staying safe and having fun--going into a flight with the entire preflight action done is how you truly achieve both of these.

**CONGRATULATIONS!**

**ACCOMPLISHMENTS!!!**

CHAD BROKING	Solo XC	C-172	CFI REED NOVISOFF
KAIWEN WU	Solo XC	Archer	CFI GREG STEUBS
RYAN CHOW	First Solo	Warrior	CFI GREG STEUBS
YI TSAO	Private	C-152	CFI RYAN DAVIS
KUN HUNG TSAI	Instrument	C-152	CFI ABHISHEK MUDGAL
NELSON SUNWOO	Commercial Single	Arrow	CFI ABHISHEK MUDGAL
SUKYUNG BAE	Commercial Multi	Seminole	CFI JOHN CAMPBELL

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

**TOP GUN AWARD** goes to JAE WOOK CHO for logging the most flight hours in club aircraft in April. Runners up were KAIWEN WU and BRANDON PEREZ!!!

**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 GARNETT and PHILIP STOKES for the help with this month's newsletter!

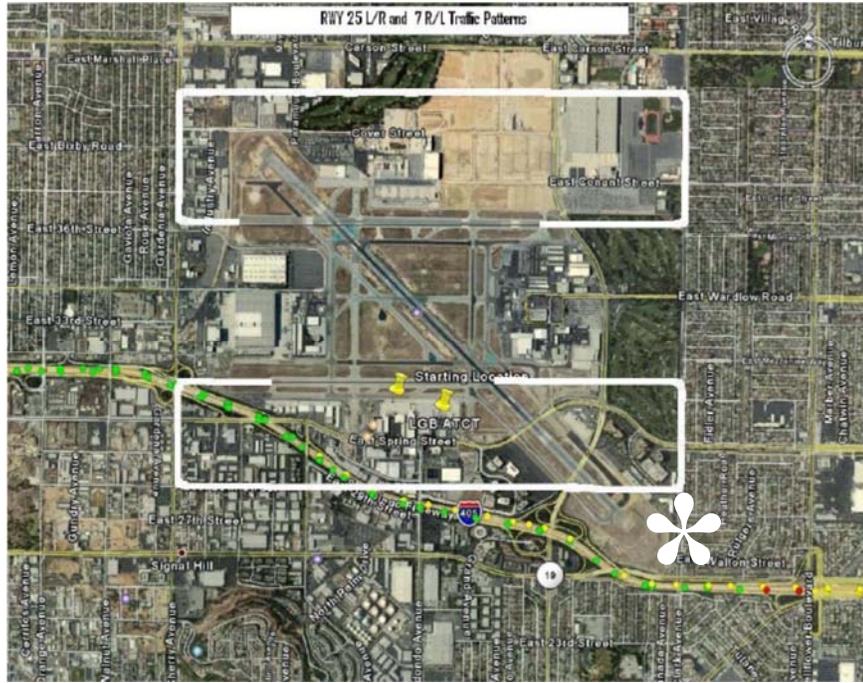
**NEW & REJOINED CLUB PILOTS! WELCOME!**



- ROBERT DORTCH*
- ANTHONY ESPINO*
- KEITH FLEMING*
- MATTHEW GEHRING*
- JASON KRYSKE*
- MARY LAMME*
- MATTHEW LANCE*
- JAMES MUSGRAVE*
- BRADLEY DAVID ORR*
- GNYANDEV PATEL*
- AXEL SEIXAS*
- ANNE SHOMO*
- ALEXANDER TSANG*

Continued from page 1:

The information in the Safety Notice for fixed-wing pilots pertains to the traffic patterns for 25L/7R and 25R/7L. Of most concern for those of us that operate primarily off of 25L/7R, the phrase, "All aircraft on downwind for Runway 25L are not authorized to turn base or begin descent until east of Runway 30 unless specifically instructed to do so by ATC" means that even if cleared to land, pilots cannot begin their descent until past Runway 30 unless cleared to do so. Note that this procedure is specific to LGB, as the



Airmen's information manual states that pilots are to "maintain pattern altitude until abeam approach end of the landing runway on downwind leg," when the descent to the runway can begin. For myself, I prefer not to begin my decent until headed back toward the runway (thus never on downwind) but many pilots do descend earlier. The issue, I believe, is separation of

downwind traffic from air carrier traffic landing on Runway 30. I put an asterisks on the above diagram, which is part of the Safety Notice, to note the area of concern.

You can find the Safety Notice at [www.faa.gov/SPANS/noticeView.aspx?nid=7150](http://www.faa.gov/SPANS/noticeView.aspx?nid=7150)

For additional information, contact Ramin Panahi, Support Specialist Long Beach Air Traffic Control Tower, at 562-424-7128 Ext 223 or e-mail at [ramin.panahi@faa.gov](mailto:ramin.panahi@faa.gov).



**HAPPY MAY BIRTHDAYS**

- SUSAN BAKER*
- DAVID DIAZ*
- JUAN J FLORES*
- MATTHEW GEHRING*
- ROGAN GIRARD*
- DAVID GLENDAY*
- DWIGHT MCCARTY*
- NEVIN ODERO*
- JENNIFER PERDIGAO*
- LUKE PETERSON*
- BRYAN PONTE*
- CLIFF SHIGAKI*
- STEVE SMOCK*
- ARTHUR FRANCIS STA. ANA*
- DON TERRY*
- MIGUEL TORO*
- YI "JOY" TSAO*
- DAVID WILCOX*



**CHECKPOINTS**



May 10:	SCAUWG (Airspace Users Working Group) (second Tuesday) meets at AirFlite at 10:00 AM.
May 18:	Long Beach AIRPORT ADVISORY COMMISSION Meeting at Skylinks Golf Course at 4:00 PM. 4800 East Wardlow Road, Long Beach, CA 90808
May 18:	LBFC's MONTHLY TOWER TOUR (third Thursday) !!! Begins at 1:00 PM. Contact the club, 562-290-0321 to sign up.



*Hi Candy & Sue !*

*I just wanted to update you on my progress since I last saw you guys. As you know I was hired by American Eagle which now is called Envoy air. Recently I passed my type ride in EMB 145. I want to thank you both again for helping me in the 7 years I was at Long Beach from my student pilot days to becoming a CFI and then instructing for 6 years at Long Beach Flight Academy. Hope all is well with you both. Hope to see you on my flight some day !*

*Abhishek Mudgal  
First Officer @ Envoy Air - American Airlines  
FAA Certified Flight Instructor  
( CFII-MEI )*

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1. Stop by and pick up a gift certificate during our office hours (8:30 am to 4:30 pm daily). You can purchase accessories to go with the gift certificate such as a visor, aviation mug or LBFC logo shirt.
2. We can send you a preprinted gift certificate for any denomination you wish -- just give us a call! We'll charge your credit card and get the gift certificate in the next out-going mail or email.
3. Download a gift certificate from our website:

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