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JUNE 2017



EDITOR C. ROBINSON



WHAT'S UP? DIARY OF AN AOA BADGE RENEWAL

Well, it was that time of year again – time to renew my LGB AOA badge. I knew that if I renewed before the expiration date, that my life would be easier. If all goes well, it is one trip to the badging office instead of two. First, as vigorously recommended, I called the badging office to confirm that they were open until 3:30 on the day before my badge was to expire. Affirmative on the 3:30 pm; however, one needed to be signed in by 3:00 pm.

Like a good computer game, obstructions kept popping up in my pathway, but I made it to Lot B at the airport (Lot A, much closer to the terminal, is closed for refurbishment). I found a space on the third floor of the parking structure and was out of the car by 2:27 pm. One of the four elevators was marked “out of order” but after several minutes it appeared the whole system was down. As I was ready to tromp down the stairs, someone got out of the “out of order” elevator and I was able to descend, fortunately without incident.

I then hoofed it the .4 miles (per FitBit) from the parking structure, through the rental car lot as I did not see a sidewalk, escaping injury, and arrived in one piece at the badging office. By 2:37 pm I was told my paperwork was missing a line at the bottom of one of the pages of the forms and to go away.

Fortunately I have friends in high places and I was able to get a fixed up page zoomed over to the terminal and my 3 page form, expiring badge and 2 forms of government-issued ID were accepted at the badging door at 2 55 pm. I was pleasantly surprised to find out that parking can be validated if one asks for it.

I was then handed a 14-page handout, “AIRPORT OPERATIONS AREA (AOA) BADGEHOLDER RESPONSIBILITIES” to study while sitting in the hallway outside of the badging office. One thing I learned is that

Cont. page 2

AND YOU THOUGHT YOU WERE HAVING A BAD DAY ...

01-JUN-17 06:15:00Z
N323AP
ORLANDO, FLORIDA
PIPER/PA31 [NAVAJO]

AIRCRAFT ON
LANDING STRUCK AN
ALLIGATOR,

Source: FAA Aviation
Safety Information
Analysis and Sharing
(ASIAS)

<http://www.asias.faa.gov>

BIG BEAR ACCIDENT 6/4/17 Submitted by Bob Hartunian, Big Bear-Based Pilot/Correspondent

We were having a normal windy June afternoon with wind SW at 12 and gusts to 20 kts. A Cherokee 180 came in to land on runway 26 with pilot and 2 passengers. As he flared for landing, the wind hesitated and the bottom fell out and plane hit runway hard. Plane bounced up and sank rapidly on nose gear, propelling plane upward again and back down hard. Pilot tried to salvage landing with yoke movements but plane bounced up high from energy stored in main gear. The second hit collapsed nose gear, caused a prop strike and threw debris into left wing. When the plane came to rest in dirt, passengers were ok but plane was totaled. All this happened in less than 8 seconds.

When landing in gusty conditions, you should carry some extra speed and be prepared for an immediate go-around should a porpoise event begin. At Big Bear, winds tend to be smoother mid-field, so best to land long and avoid gusts at thresholds.

Also, the So Cal frequency for departure and approach to LA Basin from Big Bear has changed. It was 127.25 and now is 127.00. They started this about 3 weeks ago.

THOUGHTS FROM THE DISPATCHER'S DESK: TRIM AND WORKLOAD MANAGEMENT By PHILIP STOKES, Private Pilot/Instrument Student, Advanced Ground Instructor

As pilots, we've always got to do what we can to make our jobs easier--freeing up our ability to keep looking outside, to communicate and listen on the radio more effectively, and to stay ahead of the airplane at all times. One way to effectively accomplish this workload reduction is to properly trim the plane. As an amputee pilot with only one arm to work with, strategic use of the trim is the only way to proactively anticipate what the plane is going to do, and effectively reduce my workload. Whether you've got both hands or not, trim technique is still critical. No one likes to waste their energy needlessly fighting the airplane--trim is how to achieve this.

As a dispatcher, I'm fortunate enough to engage with students who are facing challenges of all different kinds at all stages of their training. Recently I was talking to a couple students who were having some difficulty with their landings, which is something that pilots are ALWAYS trying to improve no matter who you are, what you fly, or how long you've been flying. One of the students was feeling a bit frustrated because his difficulty landing was impeding his ability to solo. I asked him, “How often do you trim as you bring the plane down?” After taking a second to reflect and really think about it, he admitted to hardly ever touching the trim. The student didn't realize that he was actually increasing his workload by not trimming the aircraft in response to the power changes as he went from downwind to base, from base to final, and from final down to the ground. It's hard to land any plane--no matter who you are--if you're fighting the plane the whole way down.

With enough practice, you can trim in anticipation of what the airplane is about to do instead of just reacting to what it's currently doing. After all, if you're only reacting to what the airplane is doing, then you're already behind it! Anticipation trim is also how I fly safely and predictably despite having only one hand. For example, before takeoff in a Piper, I'll set my flaps to 25 degrees with a little bit of nose-up trim in order to reduce my overall workload upwind and here's why: After liftoff, as the plane starts to slowly increase pitch with increasing airspeed, I take my hand off the yoke to retract the flaps from 25 degrees to 10 degrees at 100 feet AGL. Normally this would result in a nose-down pitch tendency, but with the little bit of nose-up trim that I put in prior to takeoff, the plane maintains the desired pitch attitude despite the flap retraction and despite my hand being off the yoke momentarily. The plane continues to develop speed and wants to gradually pitch up as I climb through 200 feet AGL, so I add a small swipe of nose-up trim right before I retract flaps from 10 degrees to zero in order to maintain V(y). My workload upwind is reduced because I don't need to be continuously on the yoke to control my angle of attack--which means my hand is ready to respond to an emergency, change radio frequencies, etc. The same idea of workload reduction by trimming applies to power setting changes during all phases of flight including the go-around. When I come in for a landing, I've got to use a flap extension of no more than 25 degrees and I need to have the plane trimmed nose-up in a way that reduces my workload as I bring it down, but not overly nose-up in case I need to add power and go around. Keep practicing trim techniques with your instructor to relieve your workload, remember to not give up, and fly safely!



ACCOMPLISHMENTS!!!

CONGRATULATIONS!

JOSEPH CASSANI	First Solo	C-172	CFI BRIAN WROBLEWSKI
RYAN CHOW	First Solo	WARRIOR	CFI GREG STEUBS
RYU YEON JIN	First Solo	C-172	CFI MELINDA WASMUND
KAIWEN WU	Private	ARCHER	CFI GREG STEUBS
CHAD BROKING	Private	C-172	CFIs SHOWMAN & NOVISOFF
JAE-WOOK CHO	Private	C-152	CFI TOMAS MARTINEZ
MARK MILAM	Instrument	C-172SP	CFIs GROUTAGE & NOVISOFF
APRIL HYEKYOUNG PARK	Instrument	C-152	CFI RICHARD GARNETT
ANDREW BUDIMAN	Commercial Single	C-172RG	CFI MINJUN KIM
JONGCHAN CHANG	Commercial Single	C-172RG	CFI RICHARD GARNETT
BRANDON PEREZ	Commercial Single	C-172	CFI RICHARD GARNETT
VICKY CHI LIN LIU	Commercial Multi	SEMINOLE	CFI JOHN CAMPBELL

NEW & REJOINED CLUB PILOTS! WELCOME!



- BRADEN ANDREWS
- ELIZABETH ARIAS
- SINA BEHESHTAEIN
- JOHN BURKE
- BRENDEN ENGELEITER
- DEXTER FORD
- DANIEL HERSHFIELD
- DANIEL PATRON
- JOSEPH SANTIAGO
- STEVE SMOCK
- JONG SIN SUN
- KRISTINE UNG

CONGRATS to RICHARD GARNETT , top CLUB CFI for May logging the most hours of dual given in club aircraft! Runners-up were GREG STEUBS and TOMAS MARTINEZ!

TOP GUN AWARD goes to KAIWEN WU for logging the most flight hours in club aircraft in May! Runners up were TAE YUB LEE and YOGESH BHAVNANI!!!

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 PHILIP STOKES and BOB HARTUNIAN or the help with this month's newsletter!

Continued from page 1: AOA isn't the abbreviation for Airport Operations Area. The actual name for the AOA is Air Operations Area. A subtle but apparently important distinction. The handout was removed from my embrace, replaced with a clipboard with a 10-question quiz. After completing the quiz, I was invited into the badging office, asked to sign a couple more papers, asked a couple perfunctory questions, and by 3:06 pm I had my renewed badge.

Setting out to reunite myself with my Venza, unwashed in deference to the California drought, but adequately rinsed by the record high rains we've had already this year, I found the effectively camouflaged sidewalk and successfully arrived at the parking structure to find all four elevators functioning well. Amazingly, the mechanical arm controlling egress from parking actually retracted when I inserted the validated parking chit.

Comparing my experience to many badging tales, an hour door-to-door is something of a record. Checkout: lgb.org/about/airport_badging.asp for the latest vagaries of the LGB AOA badging system. Oh, and double check the expiration of your LGB AOA badge — you may be due for journey to the east side.

AOPA EXPRESSES CONCERN ABOUT TRUMP'S ATC PLAN from AOPA.org

AOPA President and CEO Mark Baker expressed dismay June 5 over President Donald Trump's characterization of the U.S. air traffic control system as being "an ancient, broken, horrible system that doesn't work" during his remarks calling for the privatization of the system. "We applaud President Trump's calls to invest and improve our nation's infrastructure including our airports. However, the U.S. has a very safe air traffic system today and we don't hear complaints from our nearly 350,000 members about it," said Baker.

In his June 5 White House speech, Trump called for the removal of air traffic control operations from the FAA and placing it under a nonprofit entity to be funded by user fees. Trump said, "We will launch this air travel revolution by modernizing the outdated system of air traffic control."

Flanked by the current and former secretaries of transportation, Trump stated that the ATC system was designed when far fewer people flew and called it "stuck painfully in the past." He referenced the "outdated" system while touting new reforms that would make it safer and more reliable. In response to previous such comments by the president, the FAA has said that the current efforts to modernize air traffic operations, dubbed NextGen, have delivered some \$2.72 billion in benefits and is running ahead of schedule and under budget on several major initiatives.

"While AOPA is open to proposals aimed at making the air traffic control system more efficient and delivering technology in a timely and cost-effective manner, we have consistently said we will not support policies that impose user fees on general aviation," Baker said. "As the air traffic debate continues, we are also concerned about the impact of these proposed reforms on general aviation based on what we have seen in other countries."

Sen. John Thune (R-S.D.), Chairman of the Commerce, Science, and Transportation Committee, reiterated his reservations saying, "As we move forward in discussing potential reforms, getting a bill to President Trump's desk will require bipartisan support as well as a consensus among the aviation community on a way forward." Thune has previously suggested that there is not enough support on his committee to move an FAA reauthorization bill in the coming weeks that includes air traffic reform.

Rep. Bill Shuster (R-Pa.), chairman of the House Committee on Transportation and Infrastructure and a strong proponent of ATC privatization, suggested that he plans to move forward with a reform proposal again, which could also be in the coming weeks. Trump's plan would impose user fees on all levels of general aviation. Shuster's privatization proposal from last year called for user fees on commercial aviation and only on segments of general aviation to fund the proposed private ATC entity.

Baker said he sees Congress as having an important role in deciding the future of the air traffic system. "We will continue to work with the administration and members of Congress including the General Aviation Caucus to ensure that safety, access, cost, and the freedom to fly are protected and addressed," Baker said.

A joint letter to the president, signed by AOPA and 15 other general aviation groups, requests that the president "provide ample opportunity for all stakeholders and citizens to carefully review, analyze and debate any proposed legislation changing the governance and funding for air traffic control."

The letter also noted that the industry as a whole generates "more than one million jobs, and more than \$200 billion for the nation's economy," and that the groups, working along with Congress and the FAA, have "been able to ensure that our system operates for the public benefit," while also "encouraging competition and innovation."



HAPPY JUNE BIRTHDAYS

- ROMAX ALMEIDA
- DARRIN GLENDAY
- ALEX HARVEY
- PANCH JEYAKUMAR
- DANIEL JOHNSON
- MICHAEL KNUEPPEL
- PAUL LAMPERT
- CANDY ROBINSON
- JOHN SAMUEL MILLER
- SCOTT MOFFAH
- GREGORY J. MYERS
- RAKESH RAVINDRAN
- JEFFREY ROCK
- DAVID RUSSELL
- MATTHEW SMITH
- MELISSA SPEER

JOE CASINI
First Solo



RYU YEON JIN
First Solo

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