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JULY 2017

AMELIA EARHART DAY!

EDITOR C. ROBINSON



WHAT'S UP? AMELIA EARHART DAY – JULY 24

This day celebrates the birth of Amelia Earhart on July 24, 1897. Legend and mystery surrounds the final flight and disappearance of Amelia Earhart and her navigator, Fred Noonan. On July 2, 1937, they headed on a difficult leg of the journey towards Howland Island in the Pacific. Weather conditions were less than ideal. While still in radio communication, ships on the ground confirmed that Earhart was having difficulty finding the island. Ultimately, radio communications faded and died. The plane was never heard from again.

The disappearance of Amelia Earhart's plane resulted in the largest search and rescue operation to date. It also sparked rumors as to what caused the disappearance. To this day, theories and speculation still exists about the cause of the disappearance. Some theories involve conspiracies, and even alien abductions.

On July 9 the A&E Television Networks History Channel aired a program, "Amelia Earhart: The Lost Evidence," which alleges that evidence exists that aviator Amelia Earhart was captured by the Japanese military, including a photograph that purports to show Earhart and navigator Fred Noonan alive after their disappearance.

According to Wikipedia, the History Channel professes to have uncovered a photograph in the National Archives with annotation that it was taken at Jaluit Atoll, nearly 900 nm east of Howland Island. It showed a Caucasian male on a dock who appeared to look like Noonan according to a facial recognition expert. A woman sitting on the dock but facing away from the camera, was judged to have a physique and haircut resembling Earhart's. The special theorizes that the photo was taken after Earhart and Noonan crashed at Mili Atoll and that the Japanese ship Koshu Maru then took the two to Saipan, where both later died in Japanese custody.

The program will be available until August 14, 2017. For more information go to www.history.com.



Amelia Earhart married George Putnam in 1931. George "GP" Putnam was a distant cousin to my grandmother.

DISPATCHER JOB OPENING

Interested in a part time job behind the desk? The club needs help with about 20 hours per week (2-3 days), looking for:

- Good people skills
- Ability to multi-task
- Basic computer knowledge
- Aviation knowledge preferred.

Contact: Susan at
lbfcsusan@gmail.com

GREETINGS FROM ENVOY CREW LOUNGE IN NYC, LGA Submitted by ABHISHEK MUDGAL

Just wanted to update you on my progress on this new adventure that my life has stumbled upon.

After successfully graduating from my first Part 121 training program on April 19 at AA Flight Academy, where I got EMB-145 type-rated, I then went on to complete my IOE (initial operating experience) on May 19 in 36 hrs. During my IOE, I did three 4-day trips. The first one was LGA-YYZ-LGA-CVG-LGA with layovers in YYZ and CVG. Both were really cool places to layover. I didn't get much time to see Toronto as by the time we reached our hotel it was almost midnight and we were leaving at 1 pm the next day so I decided to just chill in my hotel room watch a movie while eating a meal ordered from room service. It was very relaxing and the food was good too. In Cincinnati, though, where I learned very quickly that locals lovingly call it CINCI, I went to see the city on the red bikes that you can rent for \$8/day. That place is so beautiful and full of greenery with very warm and kind people.

The next IOE trip was out of DFW. I learned a lot more on this one as my IOE Captain liked teaching as I could tell right on the first day I met him. On this trip I also did my shortest and favorite flight. It was from Dallas to Waco in just under 18 minutes. I was the PF (pilot flying) on the way there and PM (pilot monitoring) on the way back.

We departed from DFW, a typical RNAV departure which we are supposed to fly with an AP (auto pilot) but I got permission to hand fly it from my Captain in return of a free dinner for him as I wanted to do the whole leg without using the AP. So at 500 feet I asked for YD (yaw damper) ON instead of AP and off we went. They cleared us to 14,000 feet. My Captain had earlier briefed me that I should not go more than 250 kts as it's such a short trip. Going any faster would just lead us to get behind the airplane so I had my cruise set at 250 kts but as we leveled off, literally within a minute of that, we got our first descent clearance. So we started our descent to 8,000 feet. Now it was time for my PM to set our approach and I briefed it with a change of controls. Quickly after that I had my hands back on the yoke. We had a GPS approach set up as a back up for a visual we were planning to do. It was also my first visual approach in a JET so I was feeling a lot excitement with a touch of nervousness shooting in my whole body every few seconds. Even before we reached 8,000 feet we were given 6,000 and then 3,000 as our final altitude assignment. Very soon after that we had the field in sight and I realized that they had us set for a left downwind for one of the runways at Waco. Once they cleared us for the visual approach I called for the Before Landing Checklist after my normal profile calls for a visual approach. Our company procedure is to have the airplane fully configured and on-speed with before landing checklist complete by 1,000 feet for visual approaches. I had that done by 1,500 feet so I felt I was pretty well ahead of the game until they had me turn base. Soon enough I realized that I was following FPA (flight path angle) on my PFD (primary flight display) instead of visually flying it like I would in a Cessna or Piper. Well that didn't go well as you would have guessed by now. So as I turn base and I have everything set and on-speed, I make the FIRST rookie mistake by not judging the runway closure rate correctly. Result of this was that I overshot my final. The SECOND Rookie mistake was that when I was finally on final and the extended runway centerline, I still kept looking at my FPA instead of just flying it by looking at the four beautifully laid light bulbs (PAPI) on the side of the runway. Result of this was that now I am way too high on final with just three miles to touch down. My Captain calls for me to correct it ASAP in a firm instructional tone. I guess that's all I needed to wake up. I chopped the power to idle, looked outside and pitched the nose down to get it down before it was too late. I started scanning faster in and out just as I had been teaching for six crazy years at LBFC. It all started to come back. I realized how it felt to be in my students seat when I called for a correction on an approach. Hahaha — it was so much fun watching myself do the same mistakes I was way too used to pointing out in my students.

Well luckily the landing went really well. I won't take any credit for that as I know it was just a fluke. Hahaha. My Captain applauded the landing with some constructive criticism of the mistakes I had made and I was thinking to myself, Ahhh, I just missed an early invitation to Chief Pilots office. That's one party I would not like to join anytime soon. The rest of the trip went well with a ton of learning in each leg.

My third trip was out of Chicago. What can I say about Chicago? It needs a separate article just to explain how to get in and out of there. Maybe next month's newsletter.

After the end of the third trip I had enough hours (36) in the airplane to make me feel comfortable and my IOE

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Airports	
LGA	LaGuardia, New York
YYZ	Toronto, Canada
CVG	Cincinnati/Northern Kentucky
DFW	Dallas/Ft Worth, TX
JFK	New York



ACCOMPLISHMENTS!!!

CONGRATULATIONS!

YOGESH BHAVNANI	Solo Cross Country	C-152	CFI TOMAS MARTINEZ
BRENDEN ENGELEITER	First Solo	C-172	CFI REED NOVISOFF
TING WEI "WAYNE" HUNG	First Solo	C-152	CFI KOJIRO UENO
YOGESH BHAVNANI	Private	C-152	CFI TOMAS MARTINEZ
ALISA LEE	Instrument	C-152	CFI JOHN CAMPBELL
SO YUN PARK	Instrument	C-152	CFI JOHN CAMPBELL
KAIWEN WU	Instrument	Warrior	CFI GREG STEUBS
THOMAS HOWARD	Instrument	C-152	CFI TOMAS MARTINEZ
ROMAX ALMEIDA	Commercial Single Engine	Arrow	CFI HANK SURFACE
AXEL SEIXAS	Commercial Multi Engine	Seminole	CFI JOHN CAMPBELL

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

TOP GUN AWARD goes to YOGESH S BHAVNANI for logging the most flight hours in club aircraft in June! Runners up were XUE YI (JESSICA) WU and BRADLEY ORR!!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to ABHISHEK MUDGAL for the help with this month's newsletter!

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

Edition 75 of the Los Angeles Terminal Area Chart was published June 22, 2017 and is good until December 7, 2017. Check out the changes:

Navigation and Flyways side:

- Revised CAUTION BOX ILS north of Van Nuys Airport altitude from 4300' MSL to 3800' MSL.

Navigation side:

- Just below the compass rose for Homeland VOR revised caution box from: CTC MARCH APP WITHIN 20 NM ON 133.5 306.975 to CTC MARCH APP WITHIN 20 NM ON 119.25 133.5 270.275 306.975.

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!

(from page 1) Captain to sign me off and send me to the wolfs — crew scheduling — or so I have heard.

I am just settling down in NYC now. I did my first day on reserve on May 24, then got a reserve line for June with three days off and 4-5 days on. I am expecting a line in July as the company is hiring almost 80 pilots a month on an average.

My plan is to go back and forth between LA and NYC so I can enjoy both Part 121 and Part 91 worlds and of course the two best cities in the world.

In LA, I am renting a nice room just 10 minutes from LGB in Los Cerritos, Long Beach. Its right on Pine and Bixby. I got an amazing deal on it as well. A private bathroom and a fully furnished room for just \$600/month. Its in a beautiful house built in 1948 by the parents of the current resident who is a retired special ed teacher. Real nice guy. I am planning to continue teaching ground lessons to students at LBFC and also planning to start an Airline Transition program for folks looking to join the airlines soon or for private pilots just looking to get more professional at it. More on that in the coming months.

In NYC, I got a really good deal on a very nice and clean crashpad which is more like an apartment than a crashpad. I got my own single bed in a room which has five more beds like that for other crews. Its not as bad as it sounds. They work for different airlines like JetBlue, Delta and American. A couple of them are flight attendants and yes, they are quite pretty. The room is big and the apartment has nice hardwood floors with a big living room and decent size kitchen and dining area. It has a big enough bathroom. The best thing is that it is very very clean and has only five more people in it. Normally crashpads have at least ten or more people in them which makes it hard to keep it clean. The location is so good as well. It's in an area called Kew Gardens in Queens, NY. Its located right between JFK and LGA, which is where I am based as a First Officer with Envoy Air -American Airlines. The location is perfect for me as I plan to commute from LA. There are countless flights between LA and JFK so it's shouldn't be an issue. With the crashpad right between, it just made sense to get it now rather than later. There are so many different restaurants with cuisines from all around the world within walking distance as well, so my soft vegetarian rear-end won't go hungry in NYC. The biggest difference between LA and NYC has to be the public transportation system. This place is so well connected with so many different options. There are buses running between JFK, Kew Gardens and LGA, subway train and private cab services. Plus there is always Uber and Lyft.

I am really looking forward to this bicoastal living lifestyle I have decided to take on. I don't know if it will work or not but rest assured I will keep you guys posted !

Bye for now.

NEW & REJOINED CLUB PILOTS! WELCOME!



- RANSON ALMEIDA
- THOMAS CONNARE JR.
- BRUCE COSS
- BRUCE GIBB
- ERIC HAASE
- JASON HURRELL
- TING-WEN "JOY" KUO
- DANIEL NGHIEM
- LOUIS SPRINGER
- DAIGO TSUBOI
- BRUNO E. UZOMBA
- FU-CHIEH "VINCENT" YU



HAPPY JULY BIRTHDAYS

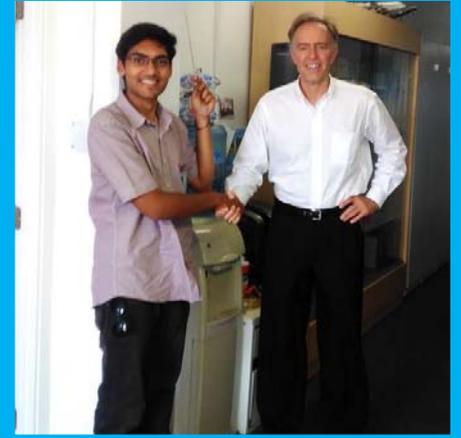
- JONGCHAN CHANG
- RICKY CLEMENTE
- MAXIM ESHKENAZY
- CAMERON EVANS
- MARK FABRIZIO
- WILLIAM FINKEN
- WILLY GANDOLFO
- ANDREW GROVER
- RYAN ISHIBASHI
- KEVIN JACKSON
- TING-WEN "JOY" KUO
- ALISA LEE
- HYUN RHIN LEE
- RUDI LIMICH
- CRAIG MYERS
- KATYA NAJJAR
- JOE NALBACH
- MICHAEL OLIVIERI
- RAIMONDO RICCI
- ANDRE SANCHEZ
- PHILIP STOKES
- KUN-HUNG TSAI
- BRUNO E. UZOMBA
- HAIRULIZAD (RUL) YACOB



TING WEI "WAYNE" HUNG
First Solo



YOGESH BHAVNANI
Solo Cross Country



YOGESH BHAVNANI
Private Pilot



ALISA LEE
Instrument



SO YUN PARK
Instrument



THOMAS HOWARD
Instrument

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We stock a host of aviation books, shirts, charts, and other pilot supplies, along with aviation-themed Christmas tree ornaments, mugs, clocks and more!

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A Long Beach Flying Club gift certificate for any denomination you wish, be it for the first flight, pilot supplies, or aircraft rental, makes a great gift for any occasion!

There are three ways to obtain the gift of flight:

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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