



**WE FLY WITH CARE... Now more than ever!**

# LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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*Teaching the world to fly!  
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**FEBRUARY 2018**

**HAPPY VALENTINE'S DAY**

**EDITOR C. ROBINSON**



## WHAT'S UP — LOTS AT LGB

★ Last month, Hawaiian Airlines announced that it will launch service from Long Beach Airport to Honolulu International Airport on June 1. The daily flights will depart Long Beach at 8:30 am and arrive in Honolulu at 11:40 am. The return service will leave Honolulu at 12:30 pm with a 9 pm arrival in Long Beach. Hawaiian's website lists round-trip flights starting at \$557 for travel Mondays through Thursdays during the first three weeks of June.

★ Long Beach Airport Exploring Fine Increases For Noise Violations — from Long Beach Business Journal

On January 18, the city's airport advisory commission held the first of three community meetings to discuss a possible increase of fines for aircraft noise violations at Long Beach Airport. Increasing the fines would require amending the airport's noise ordinance, which was adopted in 1995. It mandates that commercial flights be scheduled between 7 a.m. and 10 p.m. and sets a limit for noise levels at all hours. Airport staff proposed raising the fines due to an increase in late-night flights and noise violations. The first two violations are given as warnings. The current fine is \$100 for the third violation and \$300 for each additional breach in the same year. These fines are significantly lower than those at John Wayne Airport in Orange County and at San Diego International Airport. The airport recommends raising it to \$2,500 for the first through fifth violations. Part of the process requires us to review all of the input from residents and businesses. Then, the city will solicit a request for an opinion from the FAA. *Note: LBFC has only received warnings, never a monetary fine, for violations of the noise ordinance.*

★ The reconstruction of Runway 25L continues, with pilots taking the new procedures in stride, such as left traffic for Runway 25R and departures on Runway 12 from Taxiway Juliet. New challenges will begin this month with the closure of Taxiway Juliet west of Runway 12-30 to Taxiway J2 through February 22. Then, from February 22 through April 7, Taxiway F will be closed at Taxiway Delta and 25L runup area.

Just a reminder — no touch-and-goes after 7 pm during the week or after 3 pm on the weekends per LGB Noise Abatement. The airfield is constantly changing so remember to confirm all taxi instructions, be vigilant and be ready for anything!

**SEISMIC STUDY: SMO ROLE IN DISASTER RELIEF**

New and revised earthquake fault zones mapped by the California Geological Survey—including a newly identified Santa Monica fault boundary—reinforce aviation advocates' assertion that Santa Monica's embattled airport could play a lifesaving role in disaster-relief operations if a major earthquake struck the area. Even though Santa Monica Municipal Airport has been identified as "critical infrastructure" for the city's disaster relief planning, local officials have pursued a long effort to shut down the airport. In December, the city of Santa Monica entered in secret an agreement that allowed the city to shorten the SMO runway from 4,973 feet to 3,500 feet. The agreement also allows the city to close the airport by 2028. Stay tuned ...

Note: the Feb 1 chart supplement updated the LA TAC: revise runway 03/21 length at SANTA MONICA arpt from 5000' to 3500'.

## AOA REBADGE INFORMATION

ALL AOA badge holders

Your current AOA badge will no longer be valid after

**February 16, 2018.**

You may NOT enter the AOA access area unless you have a new badge issued with the new LGB logo on it. Old badges will be confiscated and you will be escorted off the airfield by the airport authorities if you are on the AOA with an old badge after February 16, 2018.

Please get your rebadge paperwork at the Dispatch desk. When completed please turn it in for a signature. Rebadge paperwork must be turned in to the badging office.

Call the badge office to verify their hours 562-570-2618  
Monday 7:30 am- 6:00 pm,  
Tuesday 1:00 pm- 6:00 pm  
Wednesday 7:30 am- 6:00 pm  
Thursday 7:30 am- Noon  
Friday 7:30 am- 5:00 pm

## DON'T SHARE PAINT Submitted by RYAN DAVIS

I've been flying for over 15 years and I have close to 10,000 hours. During my flying career I have only come across one thing that scares me about flying. It's not bad weather, it's not students forgetting to pull back on the yoke during the flare, and it's not having a mechanical issue in flight, what scares me is a mid air collision. This is especially true when operating in the Long Beach practice area, or another other practice area for that matter. I have witnessed some close calls in the past, and they all leave an eerie feeling of just knowing that life could vanish without even knowing it.

So what's our solution? ATC works great, and certainly great when flying on cross countries. But we need to remember that during most of our flights, ATC can only issue traffic advisories when their workload permits it. Of course regardless of being in contact with ATC or not, we still need to be continuously scanning for traffic and making position reports when appropriate.

What would be really nice for us pilots is to able have our own radar on board. Well you can...kind of. Most of you probably already know about ADSB and it's uses but if not, ADSB offers both in flight weather and TRAFFIC! Many companies offer portable ADSB receiver units that work with a majority of smart phone aviation applications. These applications in conjunction with the ADSB unit will display real time weather and traffic in flight.

If you have researched these ADSB units, you probably know that they aren't cheap. Well thankfully there's a more cost effective option. Most units will cost \$600 and up but if you do a simple Google search for "Stratux" you will find alternatives ranging from \$125 to \$250. The \$125 units will need to be self built. They are very very easy to put together. If you can fly a plane, you can build one of these. The other \$250 units are pre built and come fully assembled.

Unfortunately airplanes do collide and lives are lost, but we have the choice to reduce the risks of having a midair collision. Personally I believe that I would only have myself to blame if something negative were to happen and I didn't make this \$125 investment. If you need any help with this please don't hesitate to ask.

Fly safe.



**ACCOMPLISHMENTS!!!**



MICHAEL ALIOTTA	Solo XC	WARRIOR	CFI GREG STEUBS
HAU REN YU	Private	C-152	CFI ALEX SHOWMAN
YEON JIN RYU	Private	C-172	CFI JOE DEL RIO
SANG HWAN LEE	Private	C-152	CFI NELSON SUNWOO
JOE CASSANI	Private	C-172	CFI BRIAN WROBLEWSKI
POCHUN TSENG	Instrument	C-172	CFI ABHISHEK MUDGAL
XUEYI WU	Instrument	C-152	CFI JOHN CAMPBELL
YOGESH BHAVNANI	Commercial Multi	SEMINOLE	CFI JOHN CAMPBELL
KEVIN WU	Commercial Multi	SEMINOLE	CFI JOHN CAMPBELL
VICKY CHI LIN LIU	CFI	ARROW	CFI JOHN CAMPBELL

*YOUR NAME HERE—ATTENTION PILOTS IN TRAINING: Please send pictures of you and your aircraft after your accomplishment to Sue at: lbfcusan@gmail.com. Include your name, and rating/license and your CFI name. Thank you!*

CONGRATS to JUN WATANABE, top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and NELSON SUNWOO!

TOP GUN AWARD goes to LUCAS PRADELLA for logging the most flight hours in club aircraft in January! Runners up were FU-CHIEH YU and CHAD BROKING!!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated!

CONGRATULATIONS to SHOTA SERIKAWA on his new job flying for AMERIFLIGHT in the Embraer 120!

Alumni JOE CLEMENTS, a club CFI in the late 80's, writes that he is a Captain in the Royal Family of Saudi Arabia's VVIP Flight Operations group.

Alumni MELVIN WHITE sent in his impressive resume: "Hello Candy, I just wanted to update you on my career progression. LBFC March 2007 - May 2007 PPL C172, Nov 2007-May 2012 American Eagle Saab 340 and ERJ 145 First Officer, June 2012-Jan 2015 Jetsuite Phenom 100 Captain, Feb 2015 - Feb 2018 Alaska Airlines Boeing 737 First Officer, and I was just hired by American Airlines Feb 6, 2018 to fly the Boeing 737 out of LAX. Super excited. Hope all is well." Congratulations Melvin, we are sooooo proud of you!

**TRAINING TIP: TURBULENCE, AND A TFR from AOPA.org February 2018**

A Cessna 172 pilot was flying between two familiar airports near the boundary of a temporary flight restriction (TFR) in effect over a baseball stadium when things began to come apart.

The reason for the flight's deterioration was turbulence—severe enough that the airplane rolled into a steep bank and lost a few hundred feet of altitude as the pilot struggled for control.

The difficulties didn't end there. "When I looked down to the right and looked at the stadium lights, I realized that I was closer than what would have looked to be a correct distance," the pilot said in a filing with the Aviation Safety Reporting System, admitting failure to monitor a portable navigation unit before the inadvertent TFR penetration, "because it was such a familiar area to me."

Airspace is a challenging subject, but once mastered, the procedural rules of the airspace classes are mostly straightforward. TFRs are an exception to that formulation. Some types of TFRs may pop up with little or no warning in odd places. Other TFRs that are more predictable—even those similarly classified—may have different dimensions, prohibitions, and operating rules from one scenario to the next.

These TFR traits make it extremely important to examine every detail of any TFR noted along your route during your preflight briefing. A security TFR ordered for VIP travel, for example, might include a 10-nautical-mile inner ring of airspace that is essentially a no-fly zone (grounding operations at airports inside), and an outer ring, reaching to 30 nautical miles, in which limited operations may be permitted, usually under strict procedural requirements.

The flight "environment" is a risk-management factor of the cross-country flight planning task in the Airman Certification Standards for Private Pilot—Airplane. Components of the environment are given as weather, airports, airspace, terrain, and obstacles.

TFRs ordered for the safety of crews conducting aerial attacks on wildfires can appear in remote areas; an unwitting incursion can stop a firefighting mission in its tracks until the intruder—and the collision risk—clears out.

However, there is no guarantee that when the next TFR comes along, the requirements will be identical.

The prudent pilot must plan the flight carefully, and navigate it, not complacently, but proficiently.

**FIREFIGHTING TFRs**

It has been a hard year for California, fires have been intense and devastating. Please continue to spread the word to the GA community to make sure they are aware of how to prepare for firefighting TFRs as part of their pre-flight planning to ensure they remain out of harm's way. The size of a firefighting TFR can vary depending upon the extent of fire, so pilots should leave plenty of room from a TFR; smoke and other hazards can drift beyond boundaries and put them in danger. Here are some current firefighting TFRs, check your NOTAMs!

**NEW & REJOINED CLUB PILOTS!**



- MARC ALBERT
- JONATHAN BASTIAANS
- TA CHENG
- NOLAN CONWAY
- SEAN IRWIN
- COREY LEWIN
- BRIAN MARTIN
- HUNTER MCCANN
- JONATHAN MCCORMICK
- ELIZABETH MELIUS
- CARLOS OLVERA
- SHRI PATEL
- ALEJANDRO SOBERANES
- MICHAEL JR STONE



**HAPPY FEBRUARY BIRTHDAYS**

- MATTHEW ANDERSON
- CHIP BALDONI
- JESSE BELTRAN
- JOSEPH CASSANI
- CHARTNARONG CHOONBOON
- FRED R. DEVRIES
- PETER ENGLER
- DARA EVANS
- MICHAEL FORD
- JEREMY GOUCHER
- DON JOHNSTON
- MINJUN KIM
- MATTHEW LANCE
- KEVIN MARTINEZ
- TOM MILLER
- JACOB MORRIS
- JAMES MUSGRAVE
- STEVE PARK
- GNYANDEV PATEL
- TED REID
- ROGER SERAD
- SHOTA SERIKAWA
- ARKADY SHAPIRO
- CHAD SMITH
- GARY SPEARS
- STEVIE TU
- WILLIAM VASSTIZADEH

**CHECKPOINTS**

March 28: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. This is our annual recurrent TSA Security Awareness training as required by the FAA. Don't miss this one

MELVIN WHITE

Club Alumni — on his way to American Airlines!



JOE CASSANI  
Private Pilot



JESSICA WU  
Instrument Pilot



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ORDER TODAY! Long Beach Flying Club Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, or X-large. We also have hooded sweatshirts in black or gray. We'll need your choice of color and size when you call us at 562.290.0321 with your credit card number. Shipping and handling \$4.95 per order, CA residents add 9% sales tax.

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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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**GIVE THE GIFT OF FLIGHT!**

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:

[www.lbflying.com/files/giftcert.pdf](http://www.lbflying.com/files/giftcert.pdf)

Call us with a credit card number to activate it for any denomination you wish. You will be given a Gift Certificate number to fill in at the bottom of your printout.

It's just that easy to give a unique and treasured gift. Keep it in mind for upcoming birthdays or anniversaries!

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