



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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*Teaching the world  
to fly!  
With all the aircraft you  
need from the first flight  
hour to an airline job and  
everything in between!*

**OCTOBER 2019**

**HAPPY HALLOWEEN!**

**EDITOR C. ROBINSON**



## WHAT'S UP? FITNESS TO FLY

A pilot must be able to perform essential job functions and not be limited because of any health and fitness risks relating to: physiological, cognitive, psychological and/or psychiatric conditions.

ICAO's medical guide for pilots Fitness to Fly (<https://www.unitingaviation.com/fitnesstofly/>) focuses on prevention by providing guidance to pilots on how to stay healthy, thereby minimizing the need for interventions involving license restrictions. Recent research in the science of preventive medicine has demonstrated that following appropriate recommendations on health maintenance can be expected to significantly reduce the number of medical problems experienced during a career. The guide also recognizes that background knowledge and interest in the subject of maintaining and improving health varies considerably among individuals.

The effects of a reduced physical and/or mental state of fitness in a pilot can be minimal to far reaching, with potential and real risk to life situations. In the modern world of aviation there are several factors to consider which alone or together can significantly affect the outcome of a flight:

- Use of certain over-the-counter drugs (e.g., Benadryl)
- Use of illicit or recreational drugs
- Impairing conditions associated with aging
- Use of prescription of impairing prescription medications
- Pilots without regular medicals have higher rates incidences
- Lack of proper medication information
- Lack of education

The effect of some, or all of these factors can present themselves onboard as:

- Flight management system programming errors (such as avionics and personal electronics)
- Checklist omissions
- Altitude deviations
- Standard operating procedure non-compliance
- Missed radio calls
- Clearances
- Requests for physical assistance

Your doctor and flight surgeon do not see you daily. They depend on you to seek them out when you think you have a health condition. However, on a day-to-day basis, you have the responsibility to determine if you are Fit to Fly or possibly should seek medical attention. If you think of the following Q&As, it will help you make a safe decision:

### FLIGHT FITNESS THE "I'M SAFE" CHECKLIST

<b>I</b>	<b>Illness</b>	Do I have an illness or any symptoms of an illness? Do I feel sick in any way?
<b>M</b>	<b>Medication</b>	Have I been taking prescription or over-the-counter drugs? Will they impair my thinking, judgment or performance?
<b>S</b>	<b>Stress</b>	Am I under psychological pressure from the job? Worried about financial matters, health problems or family discord? Am I mentally fit? Can I devote my full attention to flying?
<b>A</b>	<b>Alcohol</b>	Have I been drinking within eight hours? Within 24 hours? Am I suffering hangover effects?
<b>F</b>	<b>Fatigue</b>	Am I tired and not adequately rested? Am I physically fatigued? Am I too tired to give 100%?
<b>E</b>	<b>Eating</b>	Am I adequately nourished? Am I hungry? Did I eat too much? Do I have indigestion?

Before acting as pilot in command, as yourself, "Am I fit to fly?" Make sure you can answer, "Yes, I'M SAFE!"

### GETTING A WORD IN EDGEWISE: HOW TO GET—AND KEEP—ATC'S ATTENTION from AOPA.org

In certain airspace, it's a requirement that you be "in contact" with ATC before entering that airspace. (Remember that having ATC simply reply with your tail number meets this requirement.) **Simply calling up with your N number and saying "request" opens the door** to the legal communication requirement and gives you the added benefit of relaxing a bit, knowing that ATC is aware of you and knows that you want to talk to them.

There you are, finger on the push-to-talk button, ready with your ATC call only to find no opening. You know what you're going to say, but can't squeeze in amongst all the other chatter out there. How do you get ATC's attention when you're fast approaching their airspace?

In busy airspace with a lot of traffic, controllers are keeping track of a lot of information. If you've not been in contact with them previously, you have to introduce yourself and your intentions, thus adding to the workload. It's frustrating for both the pilot and controller to have to repeat information because one, or both, weren't ready.

Your radio style will develop as your flying matures. Pilots who speak very quickly on the radio will find ATC talking back to them at the same rate. Caution: If you can't copy a clearance at lightning speed, don't make your request so fast! Otherwise, you'll get what you deserve and find yourself very chagrined at having to ask the controller to "say again" after all.

Student pilots, new pilots, and those flying in unfamiliar territory should consciously slow down their transmissions to alert air traffic controllers to do the same thing. A slow callup signals that you require a bit of special handling. If you are a student pilot, you may choose to tell the controller that right up front. Being a student is nothing to be embarrassed about, and telling the controller is another signal that you may need a little extra help.

If you don't understand it, ask 'em to say it again. Better that they have to repeat themselves than that you make a mistake." Great words to live, and fly, by.



**ACCOMPLISHMENTS!!!**

CHING WEN CHANG	Solo Cross Country	Warrior	CFI VICKY LIU
HEATHER CHANG	Solo Cross Country	Warrior	CFI VICKY LIU
MICHAEL AHN	First Solo	Warrior	CFI RUL YACOB
HEATHER CHANG	First Solo	Warrior	CFI JOHN CAMPBELL
MEHRDAD HASSANI	First Solo	C-152	CFI VICKY LIU
IVONNE PEREZ	First Solo	Warrior	CFI JOHN CAMPBELL
MARIKO RABBETTS	First Solo	Warrior	CFI RUL YACOB
REBECCA ROSSINI	First Solo	C-172	CFI RUL YACOB
AMANDA SALERNO	First Solo	Warrior	CFI RANJEET RAJAN
DALE SORENSON	First Solo	C-172	CFI REED NOVISOFF
WEI-LIEN CHEN	Private	C-172	CFI RUL YACOB
JIBBY DIRKSE	Private	C-172	CFI RUL YACOB
TIEN NGUYEN	Private	C-152	CFI COREY LEWIN
DE-KAI CHOU	Commercial Single	Warrior	CFI VICKY LIU
PRAVESH UDHWANI	Commercial Single	C-152	CFI RANJEET RAJAN
KAYLEE BROWN	Commercial Multi	Seminole	CFI JOHN CAMPBELL
JEFFREY COLL VALDES	CFI	C-172	CFI MONTY GROUTAGE
COREY ANN LEWIN	CFII	C-172SP	CFI RICHARD GARNETT

Many thanks to everyone for reporting all these accomplishments!!!

**NEW & REJOINED CLUB PILOTS!**



- BELENIE NAVA*
- AMAN WILLIAMSON*
- KEANE WONG*
- KEVIN TISON*
- MATTHIAS DUENNER*
- GENISHA MACPHERSON*
- ROBERT KASSOUF*
- IAN BUCHANAN*
- KEVIN DANIS*
- JOSEPH YANG*
- KYLE TAO*
- DEVON FIELDS*
- DRAKE BAERRESEN*

**CONGRATS** to RICHARD GARNETT, top CLUB CFI for September, logging the most hours of dual given in club aircraft! Runners-up were RUL YACOB and VICKY LIU!!!

**TOP GUN AWARD** goes to DAENG HADIKUSUMO for logging the most flight hours in club aircraft in September! Runners up were COREY LEWIN and AMY YANG!!!

**CONGRATULATIONS** to club pilot NELSON SUNWOO on his recent job at Endeavor Air! Endeavor Air is a wholly-owned subsidiary of Delta Air Lines and is the world's largest operator of Bombardier CRJ-900 aircraft. Flying as Delta Connection, Endeavor will operate 176 regional jets by June 2020 on more than 800 daily flights to over 140 destinations in the United States, Canada, and the Caribbean. Headquartered in Minneapolis, Minn., Endeavor has hub operations in Atlanta, Detroit, Minneapolis, and New York City. Congrats Nelson!!!

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

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

**JUST A REMINDER: BACK TO PACIFIC STANDARD TIME**

November 2nd at 2:00 am the time changes to Pacific Standard Time. Don't get caught by earlier night conditions or confusing FARs. With the days getting shorter, many pilots will be doing more of their flying at night, making this the perfect time to get all of the night flying regulations straight.

**Position Lights:** Use of position and anti-collision lights, FAR 91.209, requires lights on "during the period from sunset to sunrise."

**Logging:** Night as defined from FAR 1.1, used for log book purposes, is the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time."

**Recency:** If you need to get night current to carry passengers, follow the definition of night as described in FAR 61.57(b), which is the "period beginning one hour after sunset and ending one hour before sunrise." Remember, to get night current you will need to make three takeoffs and landings to a full stop in an aircraft of the same category, class, and type.

To help remember, try Lights, Logging, Luggage (it's not nice to call the passengers baggage. Better memory aid? Let us know!



**HAPPY OCTOBER BIRTHDAYS**

- GEORGIY BOYCHENKO*
- KAYLEE BROWN*
- ROBERT CHANG*
- BRUCE COSS*
- ELLIOTT DILL*
- ANDREW DORSEY*
- DAVID FORD*
- JUSTIN FOSTER*
- GEORGE GREEN*
- AMEER HASAN*
- DANIEL HILGER*
- SYLVIA INDRAWES*
- GEEHA KIM*
- RICHARD LE*
- COREY LEWIN*
- SKYLAR MAO*
- SETH MILLER*
- ADEL NAGUIB*
- ROBERTO PALAFOX-LOPEZ*
- JOSEPH SANTIAGO*
- MONIQUE SAO*
- COURTNEY STEIN*
- NELSON SUNWOO*
- HECTOR TOBIAS*
- RYAN WATTS*
- MICHAEL WHITEHURST*
- NICHOLAS WILCOX*
- BINGXIN ZHAO*



**CHECKPOINTS**



**LONG BEACH AIRPORT FESTIVAL OF FLIGHT!**

NOV  
2,  
2019

A free celebration featuring static aircraft, vehicle displays, food and beer trucks, and live entertainment! Location: Taxiway B and Wardlow Road. Time: 10 am to 4 pm. See you there!



**IVONNE PEREZ**  
*First Solo*



**AMANDA SALERNO**  
*First Solo*

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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 10.25% 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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**DISCOVERY FLIGHT**

\$99 for one, two or three in a C172 or Warrior

*Fly with an FAA Certificated Flight Instructor - you fly the aircraft!*

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**AERIAL TOUR OF LA'S FAMOUS LANDMARKS**

\$195 for a 60 minute tour for 1, 2 or 3 people

HOLLYWOOD TOUR:

Dodger Stadium \* Hollywood Sign \* Beverly Hills \* Getty Center \* Palos Verdes \* Queen Mary

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