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NOVEMBER 2020

HAPPY THANKSGIVING!

EDITOR CANDY ROBINSON

WHAT'S UP? 40th ANNIVERSARY!

Really? 40 years? I was asked recently about how all this happened; hopefully, the club's ancient history is interesting to more than just that one person!

November 15, 1980, I finalized the deal to buy Long Beach Flying Club, which had been on the airport for about 5 years at that point. The price was \$1,800, payable at \$300 per month for 6 months. What I bought was some beat-up office furniture, a database of about 35 pilots, and 3 leaseback airplanes. The seller offered to refund my payments if, after 6 months, I wanted out. It was an offer I couldn't refuse.

Things were quite different back then. Club pilots got a key to the front door. A desk phone sat on a table in the ground school area. The first phone bill was humungous with several calls to Jamaica. The schedule book sat out on a table in the lobby. Every day after my real job, I'd go to the club and pick up messages from the answering machine and, hopefully, payments from club pilots. There was no fuel contract; on the way back to the club, pilots were required to stop and get topped off at Fuel Controls near the control tower.

What led up to the monumental decision to buy the club was the failure of my private pilot check ride. I had been through Eagle Aviation's entire Part 141 program, passed all the stage checks and was told I was ready for the check ride. I was in shock from the middle of the flight portion to the receipt of the pink slip/notice of disapproval. The DPE told me I was a terrible pilot, that I would never amount to anything in aviation and that I had no business being a pilot! She was in a terrible mood because, I later learned, a female pilot had mismanaged the fuel in Eagle's Arrow the week before and ended up in the living room of a house after departing Runway 25R. Fortunately, nobody was hurt but it seemed she was transferring her anger at the other pilot onto me. I was grilled on the fuel system of a C-152. There is not much more than can be said besides "gravity."

I attempted a couple more flights at Eagle but could not bring myself to fly again with the same DPE, who was also the owner of Eagle.

In researching places to finish up my check ride, I found Long Beach Flying Club. CFI Helen Cranz took me under her wing, including dragging me to the CFI ground school at Orange Coast College. The instructor let me enroll in the class — as a student pilot!

Helen and I flew together twice. On our first landing together, I was shocked when she pushed the throttle full forward and we took off! I had never experienced a touch-and-go. All landings at Eagle were full stop (which I discovered significantly increased the cost of flight training). Within two weeks, Helen signed me off to retake my private pilot check ride.

The DPE was Charlie Pierce and he was adorable. The check ride went without a hitch. Afterwards, he submitted a letter to the FSDO documenting the abuse of the failed check ride. He praised my flying (boy, did my ego need that) and gave me advice that I will never forget: I should never sit in the back seat, that I would always be the best pilot in the airplane. We did at least two more check rides together in the ensuing years; the instrument and CFII.

Within a couple months, one of the leaseback airplanes went down for a new engine and another got pulled off the line because the engine was getting high time. I don't remember what was up with the third airplane but suddenly I was without any airplanes. I scheduled all three out for two weeks of long cross-country flights and went on a mission to find replacements. I had no idea what I was doing, but somehow, I pulled it off. The deals I had to make cost more than the rental rates covered, but I soon found replacements and I was still in business.

The club lost a ton of money the first four years and three months. Fortunately, my day job was able to support my flying addiction and my huge desire to have the club succeed. Because of my experience at Eagle, I knew if I wanted to make it to the airlines, I would need to have more control of my flight training. Remember, this was in 1980. The airlines hadn't done any hiring in decades, only a couple women were flying for the major air carriers and vision requirements were still 20-20 uncorrected! That didn't deter me in the least. The very first month the club broke even, I quit that day job.

My first two flying jobs (in addition to running the club) were for Part 135 operators. One was in a Piper Navajo flying several times a day between John Wayne Airport and LAX. Needless to say, that airline didn't last long. I then flew for a company called Alpha Air in Cessna 402s, flying from LAX to Mammoth to Bishop to Mammoth to Oakland to Mammoth to Bishop to Mammoth to LAX. Whew! Single-pilot multi-engine IFR with nine passengers, skis, boots, and poles.

By 1985 I had enough hours to get on with American Eagle in the Swearingen Metro, at that time also a Part 135 operation and fortunately based out of LAX.

In 1988 I got hired on as a flight engineer on the B-727 for United Parcel Service (UPS), which was operating on a brand-new Part 121 certificate. Previously, UPS had been using established cargo airlines, such as Airborne and DHL, to ship their air freight. The FAA deemed that UPS needed to have their own Part 121 certificate and I was in one of the first classes of non-freight dogs hired; the original pilots for UPS Airlines were hired away from other cargo airlines. Any new startup has growing pains, but I think UPS had more than its fair share of trials in the first years of operating as an airline. Crew scheduling and commuting to Louisville, KY were the biggest problem for me. Ultimately, I decided that working full-time at the club was a rather good deal after all, especially being in the same time zone every day. Thus, I "retired" from Part 121 flying but it always gives me pause that my entire class at UPS made captain within 5 years.

So, that's the story, and I'm sticking to it. It's pretty amazing that we're still here. We have been able to overcome a lot of obstacles and keep the club atmosphere alive and well.



UPDATE: AOA BADGES

If you have a badge that expired on or after April 9, 2020 you were given an extension to renew this badge. This extension has expired, and badges must be renewed beginning November 11, 2020. Please come to the club, pick up the badge application and get it signed by Susan Baker, Monday through Thursday 10am to 6pm. Please bring your two forms of ID for verification. Instructions will be given at the time of signature. Deadline to submit applications is December 21, 2020 along with your expired badge. AOA badges must be picked up no later than December 31, 2020.

Pilots that miss the deadlines as outlined by the badging office will have to apply as a new applicant (which initiates a new background check) and will, unfortunately, lose their badge deposit with LBFC.



ACCOMPLISHMENTS!!!

JULIO ALFARO	Private	Warrior	CFI JESSE BELTRAN
RICKY CLEMENTE	Private	C-172	CFI GOMEZ GIOVANNI
LUCIJA RAMOVŠ	Private	C-152	CFI RICHARD GARNETT
PHILIP SHEN	Private	C-172SP	CFI JENNIFER KIRALY
COREY URIELL	Private	C-172	CFI JESSE BELTRAN
LIYAN WANG	Private	Warrior	CFI KEVIN YANG
ANTONIO GONZALES	Instrument	C-172	CFI JESSE BELTRAN
LUKE LAURIANO	Instrument	C-172	CFI CYNTHIA TU
MICHAEL AHN	Commercial Single	Warrior	CFI MICHAEL ALIOTTA
MEHRDAD HASSANI	Commercial Single	Warrior	CFI CYNTHIA TU
SHEENA TEMPLO	Commercial Single	Warrior	CFI RICHARD GARNETT
JASMINE ARDESHIRI	Commercial Multi	Seminole	CFI RICHARD GARNETT
DANIEL HILGER	CFI	C-172	CFI MONTY GROUTAGE
MICHAEL ALIOTTA	CFII	Warrior	CFI AXEL SEIXAS
JENNIFER KIRALY	CFII	C-172SP	CFI RICHARD GARNETT

Please email your accomplishment pictures to candy@LBflying.com!

CONGRATS to RICHARD GARNETT, top CLUB CFI for October, logging the most hours of dual given in club aircraft! Runners-up were MICHAEL ALIOTTA and JESSE BELTRAN!!!

TOP GUN AWARD goes to ANTONIO GONZALEZ for logging the most flight hours in club aircraft in October! Runners up were DANIEL HILGER and YARON GILINSKY!!!

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

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

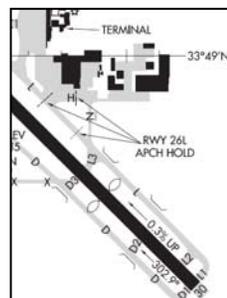
Edition 82 of the Los Angeles Terminal Area Chart (TAC) is effective November 5, 2020 and will be valid until February 25, 2021. Check out the changes:

- The expiration date reflects the recent charting policy to publish TAC and Sectional Charts on a 56-day cycle.
- On the chart legend, the communication boxes with the heavy lines as borders have changed the frequencies for Flight Service Stations (FSS). Formerly the FSS frequencies were "121.5, 122.2, 234.0 and 255.4 (Canada - 121.5, 126.7 and 243.0)". Now the frequencies are "122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska)" with Canada remaining the same. Conterminous U.S. means the same as contiguous U.S. (both adjectives meaning "sharing a common boundary"), not to be confused with Continental U.S., which means the 48 conterminous/contiguous states plus Alaska.
- Next to the Hollywood Park VFR checkpoint a new magenta, diamond-shaped symbol has popped up, depicting a new Stadium TFR at SoFi Stadium.
- In the vicinity of the Vincent Thomas Bridge, a lot of fine-tuning of the shoreline, waterways and obstructions has occurred due to the construction in that area. The number of obstructions/cranes has increased from seven to eight, with a maximum height of 515 feet MSL.
- Riverside Radio is no longer the FSS providing voice communication at Paradise VOR.

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!

NEW LGB AIRPORT DIAGRAM EFFECTIVE 11/5/20

A note has appeared on the airport diagram, which reads "RWY 26L APCH HOLD" with three arrows. One arrow points to a new hold bar on Taxiway Hotel. The other two arrows point to two different new hold bars on Taxiway Lima. The Airport Diagrams Legend did not add any light to what this could mean, but in an FAA publication, "Pilot's Guide to Airport Signs and Markings" it looks like it means to **hold short of protected area when instructed by ATC**. The best guess is that these are hold bars are to keep aircraft from taxiing under aircraft on short final for Runway 26L.



NEW & REJOINED CLUB PILOTS!



- TIMOTHY COOGAN
 DONALD FERNANDEZ
 JOSE FONTAO
 DAINA FUNDI
 MARTIN GODFREY
 ADA GREATRIX
 WESTLEY LOEFFLER
 MATTHEW MARCHAND
 JOEY ROEHRICH
 ADAM VELDEN
 ANGELA WALTON

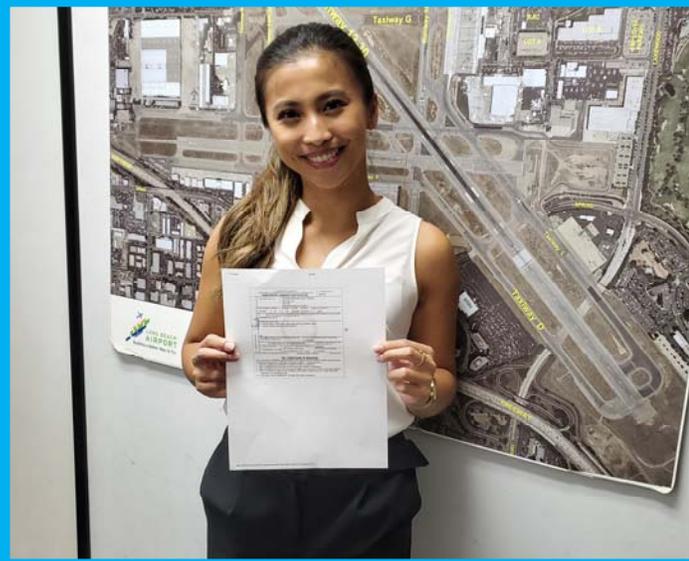


HAPPY NOVEMBER BIRTHDAYS

- IVAN CAMPOS
 RALPH CANCIO
 CHRISTOPHER CHOCK
 YOLANDA CORTES
 DONALD FERNANDEZ
 BRANDON FRIEDLANDER
 IVAN GALVAN
 DANIEL GOLDSMITH
 WENDY HUANG
 MARK IMBRAHIM
 SEAN IRWIN
 RAY LEE
 DELANO MELIKIAN
 CESAR MORAN
 RYAN NIXON
 JENNY PHILLIPS
 SEAN PONCE
 AMANDA SALERNO
 JOHN SULIK
 POCHUN TSENG
 ATILA VASS
 CHRISTIAN WADE
 YVONNE WU

PHILIP SHEN
Private Pilot

Congratulations Philip! Your Cfi, Jennifer Kiraly, couldn't be more proud! Congrats @skyfaringphil! You worked so hard for this accomplishment and it's very much so deserved!



SHEENA TEMPLO
Commercial Single

Congratulations, Sheena, on passing your Commercial check ride in the Warrior! Great Job!



JENNIFER KIRALY
CFII

My checkride stressed out life is officially over! This girl is now a Certified Flight Instructor- Instrument! I finished 3 ratings in 2019 while working full time. Just completed 3 more over covid. I seriously don't even know what to do with all this new found free time. Just over 1000 more hours till ATP!

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The small print: For aircraft rentals, cash rate applies if purchased with cash, personal check or travelers check. Gift certificate must be presented prior to flight. Discovery flights require CDL or other government issued ID. For flights other than discovery flights, the following applies: (1) membership fees, (2) if pursuing training for private pilot license, instrument rating or multi engine rating, recipients must present a birth certificate or passport to show U.S. citizenship; non-US citizens require registration with the TSA. Refunds must be requested in writing by the purchaser and are subject to 10% processing fee. Administrative fee of \$2.50 per month dormant account fee will be deducted from the gift certificate after 12 months of non-use.