



LONG BEACH FLYING CLUB & FLIGHT ACADEMY

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321
visit us: at www.Lbflying.com email: Lbflying@yahoo.com

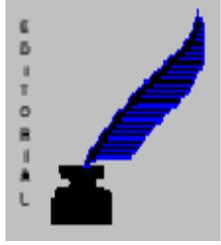


*Teaching the world
to fly!
With all the aircraft you
need from the first flight
hour to an airline job and
everything in between!*

DECEMBER 2020

MERRY CHRISTMAS!

EDITOR CANDY ROBINSON



WHAT'S UP? 40th ANNIVERSARY ... REMINISCING CONTINUES

Thanks to everyone who gave feedback on the November newsletter! One question I was asked was how I got interested in flying.

In 1967 my grandfather retired at age 60, the (then) maximum flying age, as Chief Pilot from United Airlines; he was number one on the seniority list. I got to grow up listening to his stories.

In 1926, my grandfather, known as "Slim" to his buddies, had a job at the Heath Aircraft Company on the north side of Chicago. Heath had set up an operation repairing World War I aircraft, which aviators of that era were using for barnstorming. The company also designed and built the Heath Tomboy, a single-seat, mid-wing monoplane and ran a flying school. Slim and his co-workers worked in the shop from 5 PM to 11PM, 5 nights a week. On Sundays they were rewarded with twenty minutes of dual flight in an OX5 Standard.

The Standard was an interesting machine. A 1915-era primary trainer for the Army, the Standard and the Jenny competed for the primary trainer market. The Jenny eventually won out. The Standard that Slim was later to solo was powered by an OX5 Curtiss engine, a water-cooled V-8 rated at 90 horsepower.

Instrumentation and gauges in the Standard consisted of a tachometer, oil pressure gauge, water temperature and a non-sensitive altimeter. A fuel gauge was located up on the fuel tank and later a used World War I compass was added. An airspeed indicator was not necessary as there was little difference between takeoff, cruise or approach speeds. Top speed in the Standard was 55 miles per hour. The Jenny cruised at 60 miles per hour.

Slim's instruction consisted of 8 or 9 dual flights, each 20 minutes long. After familiarization with straight and level, climbs, turns and descents, the remainder of the lessons concentrated on takeoff, circle and land, and takeoff, circle and land again until the feat could be accomplished solo. That was all the dual instruction received. After solo, pilots were on their own.

A slight oversight in Slim's dual instruction was soon evident. Except for the initial lesson or two, all turns had been left turns in the pattern. It was some time before Slim got up the nerve to try a right turn on his own. Additionally, due to the location of the throttle on the right side of the cockpit, Slim learned to fly with the stick in his left hand. Later, with more conventional configurations, Slim flew cross-handed until he finally broke himself of the habit.

Slim's first solo was made in June, 1926, and he was 18 years old. A year-and-a-half later he was flying a Ford Trimotor for Stout Airlines.

There were no pilot licenses until the Air Commerce Act later in 1926. The first license that Slim received was called a Transport license, much like our Commercial licenses today. The Department of Commerce, in attempting to license pilots, came out with a system whereby a pilot could apply for a license and be issued a letter of authorization. A pilot could fly with the letter until an inspector came into town to give the checkride. By the time Slim took his checkride, he had been barnstorming an entire summer in a Standard J-1, which sported a 100 horsepower OXX6 engine with twin ignition.

The Air Commerce Act was also attempting to license aircraft. World War I airplanes had begun to crack-up at a regular rate, so the Department of Commerce was inspecting them, and if not up to shape, the aircraft was grounded. Slim was wary about meeting with an inspector for his checkride, concerned that the Standard he had been flying would not pass the inspection. When Slim learned an inspector was to be in the Chicago area, he called for an appointment for his checkride, expressing his concern about his Standard. The inspector inquired as to how far it was from Rockford, where the aircraft was based, to Chicago. Slim informed him it was 85 miles. The inspector guaranteed that if he could get the aircraft to Chicago, he'd let him fly it back out of town.

The checkride consisted of figure-8's around the Chicago (now called Chicago Midway) airport, and a simulated engine failure directly over the cinder runway. After pulling back on the throttle, the inspector, who was in the front, called back, "Can you get this thing down from here?" Engine failure were so common place that the maneuver was executed with ease. After landing, the inspector could not get out of the airplane fast enough. He grabbed Slim's application. Concerned he hadn't passed the ride, Slim offered, "Don't you want to see me do a spin recovery?" The inspector croaked, pointing toward the dope-and-fabric Standard, "In that thing? Not on your life!"

From these beginnings, Slim went on to amass over 30,000 hours, acquiring type ratings from the DC-3 to the DC-8. At his retirement party from United Airlines in 1967, one of the guests in attendance was the inspector who had given that first checkride.

GREAT PACIFIC AIRSHOW OCTOBER 1-3, 2021

Pacificaairshow.com recently announced that the Great Pacific Airshow is set to return to Huntington Beach next fall, October 1-3, 2021!

According to Great Pacific Airshow Director, Kevin Elliott, "This past year we made the difficult decision to cancel The 2020 Great Pacific Airshow in light of the world pandemic. We know that a lot can happen in the next few months, but we are hopeful that The Great Pacific Airshow will return to the skies in 2021. In order to keep our attendees, staff, performers and vendors safe, we will be implementing appropriate safety precautions throughout the entire Airshow weekend. Please stay tuned on these policies as planning progresses. On behalf of the entire Pacific Airshow team, THANK YOU to each and every one of you for your support during these troubling times, and we can't wait to see you back on the beach."

Although the full Airshow talent lineup won't be announced for a few more months, the U.S. Navy Blue Angels are scheduled in their brand new aircraft (F/A 18 Super Hornet), along with the Canadian Forces Snowbirds, U.S. Army Golden Knights, U.S. Marine Corps V-22 Osprey Demo Team, and U.S. Air Force ACC F-35 Demo Team.

Follow the plans on Facebook or Instagram to stay up-to-date on Airshow information.





CONGRATULATIONS!

ACCOMPLISHMENTS!!!

RUBY BRANSFORD	First Solo	C-152	CFI ALLEGRA PATTERSON
CYRIL CHOK	First Solo	C-152	CFI ALISA LEE
CHRISTIAN ESTIAMBA	First Solo	C-172	CFI GRAEME HATZKILSON
MONIQUE GILSTRAP	Solo XC	C-152	CFI ALLEGRA PATTERSON
KACEY HENNING	Solo XC	C-152	CFI ALLEGRA PATTERSON
GEORGIY BOYCHENKO	Private	C-152	CFI ALLEGRA PATTERSON
DEVON KABERNA	Private	Archer	CFI HANK SURFACE
CHARLIE SALERNO	Private	Archer	CFI MICHAEL ALIOTTA
WILLIAM CHEN	Commercial Single	C-172	CFI CYNTHIA TU
VERONICA FENG	Commercial Single	C-172	CFI ALLEGRA PATTERSON
YVONNE WU	Commercial Single	Warrior	CFI CYNTHIA TU
HAO TING SUN	Commercial Multi	Seminole	CFI JOHN CAMPBELL
KEVIN YANG	Commercial Multi	Seminole	CFI JOHN CAMPBELL

Thanks to everyone who sent in all these accomplishments!
Please email your accomplishment and pictures to candy@LBflying.com!

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

TOP GUN AWARD goes to CHRISTIAN KUO for logging the most flight hours in club aircraft in November! Runners up were RALPH CANCIO and WILLIAM CHEN!!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to Chris Diggons and Ian Sweetland for the help with this monthly newsletter!

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

MORE ON RWY 26L APPROACH HOLDS Submitted by CHRIS DIGGONS

[Regarding the new note on the LGB airport diagram] the approach holds are placed on taxiways that cross the area to be protected for the arriving and departing aircraft. The AIM states, Holding Position Markings on Taxiways Located in Runway Approach Areas. These markings are used at some airports where it is necessary to hold an aircraft on a taxiway located in the approach or departure area of a runway so that the aircraft does not interfere with the operations on that runway. This marking is collocated with the runway approach/departure area holding position sign. When specifically instructed by ATC, "Hold short of Runway XX approach or Runway XX departure area," the pilot MUST STOP so that no part of the aircraft extends beyond the holding position marking. (See Subparagraph 2-3-8b2, Runway Approach Area Holding Position Sign, and FIG 2-3-15.)

Bottom Line. Approach Holds prevent collision between landing or departing aircraft and taxiing aircraft. There is usually a tail height restriction for aircraft that can taxi through a particular area without interfering with the runway operation.

MORE ON JETPACKS AND DRONES Submitted by IAN SWEETLAND

I was interested to read the jetpack article. It had been reported in the press over here in the UK too.

We have regular reports from commercial pilots about drones and supposed near misses. A lot appear to be mistaken in both regard and whether or not it was a drone and not a bird.

You may have heard too about the two days of disruption and cancelled flights at Gatwick airport a couple of years back, due to supposed drone sighting. The conclusion was that there never was a drone in the first instance and that later sightings were a police drone looking for the operator of the first non-existent drone. That in turn taught the protesters / terrorists of the value of such events in terms of getting publicity and disrupting peoples lives.

However there is an issue in operating drones because in the UK they fly very often in the same airspace that we, at times, use near ground, but are operating under a separate and different set of rules. A local commercial drone operator that I know regularly complains about aircraft operating too close to his drone, even though he has no conspicuity, electronic or visual, required or voluntary. I saw that Canada was issuing Drone operating rules, but I don't know the details.

I believe that the two operations have to be merged and so operate under the same set of rules. See and be seen can't operate visually for example but it can do so electronically. And we will need to train / retrain for that eventuality as well.

Best wishes from a cold and wet, again, Scotland and at least we can go flying again when the weather permits.

NEW & REJOINED CLUB PILOTS!



- CHRISTIAN ALONZO
- GUADALUPE AVILA
- MICHELLE CORMIER
- HIRAN FERNANDO
- DOUGLAS HARDY
- JASON HURRELL
- KARALEE MULDER
- AUSTIN PERETZ
- KEANE WONG
- RODNEY ZAMAN



HAPPY DECEMBER BIRTHDAYS

- MICHAEL ALIOTTA
- CHRISTIAN ALONZO
- GUADALUPE AVILA
- TRISTAN BURKE
- SCOTT FLEMING
- ANDREW KRAJACIC
- MIKE KRAMER
- NATHAN LOW
- TRAVIS MACIEL
- SCOTT MARSIGLIA
- TOMAS MARTINEZ
- JACOB MASON
- KARALEE MULDER
- NICHOLAS RAMOS
- NATHAN SCHMIDT
- MAXIM SENIN
- MICHAEL TELCIDE
- CYNTHIA TU
- ADAM VAN VELDEN
- MATTHEW WALLACE
- BRIAN LEE WARD
- BRIAN SCOTT WARD
- JUSTIN YANG
- CHARLIE ZABINSKI



CHRISTIAN ESTIAMBA
First Solo

Christian Estiamba did his first solo on November 11, 2020.

His proud is CFI Graeme Hatzkilson.

Another Happy Pilot! Devon Kaberna got his Private Pilot License! Way to go Devon.

His instructor Hank Surface said he is a great pilot and wonderful student.

Congratulations!!

DEVON KABERNA
Private Pilot



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

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

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!
