



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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to fly!  
With all the aircraft you  
need from the first flight  
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everything in between!*

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**JANUARY 2021**

**HAPPY NEW YEAR 2021!**

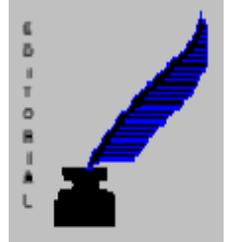
**EDITOR CANDY ROBINSON**

## WHAT'S UP? DESPITE THE CHALLENGES, 2020 WAS A RESPECTIBLE YEAR FOR LBFC!

Last year Long Beach Flying Club, Flight Academy and Air Charter flew over 10,707 hours! This represents a 2.8% decrease in comparison to 2019 but considering that we were closed for 6 weeks at the beginning of the pandemic, thanks to everyone for these fantastic results!

Reported to the front desk:

- 23 student pilots achieved their first solo flight
- 3 student pilots reported completing their solo cross-country
- 29 students received their private pilot licenses
- 20 pilots added an instrument rating,
- 12 pilots achieved a single-engine commercial license
- 8 pilots completed their multi-engine commercial license
- 5 pilots achieved a CFI rating
- 4 flight instructors added their CFII rating
- 1 pilot passed his CFI reinstatement check ride



CONGRATULATIONS to CFI of the Year: RICHARD GARNETT, the CFI of the Month who logged the most hours of dual given in club aircraft for all of 2020. Runner-ups were VICKY LIU and RUL YACOB!!!

The TOP GUN of the YEAR AWARD goes to MEHRDAD HASSANI, the Top Gun of the Month who logged the most flight hours renting club aircraft in 2019. Runner-ups were WENDY HUANG and RALPH CANCIO!!!

All our flight instructors and pilots were very, very busy in 2020 and we look forward to a productive and industrious New Year 2021!

## AVIATION PIONEER - THE SAGA CONTINUES

After soloing in 1926, my grandfather, "Slim" Larned, so nicknamed after his likeness to Charles "Slim" Lindberg, ventured out to try his hand at barnstorming circuit. Flying his Standard J-1 OXX-6 Slim flew the barnstorming circuit through the mid-west.

With the passage of the Air Commerce Act that year, bringing under federal regulation licensing of airplanes, engines and aviators, early aviators were enjoying the last of their freedom of unrestrained flying. WWI aircraft, the Standard J1 and the Curtis JN-4 Jenny, were being sold off as army surplus, sometimes for as little as \$300.00. This enabled the more enterprising of the aviation fraternity to become entrepreneurs, to fly, and to make a living of it. In search of prospective passengers, pilots would embark on a barnstorming trip, finding out where the most lucrative county fairs were located. They would pick the one with the most potential audience, preferably with a field close to the grandstand. Barnstormers flew from town to town, sizing up each town for its passenger possibilities and using any available nearby field to "hop passengers," perform aerobatics or whatever would earn enough money to survive. Farmers had flat fields on which to land, and barns for protection during inclement weather -- hence the term barnstormer. Barnstormers would work out a deal with the farmer to use his field, and Standard Oil would deliver a 50-gallon drum of fuel and oil. When business got slow, they would move on to the next town or county fair. Reminiscing about his barnstorming days, Slim talks of the county fair circuit through Illinois, Iowa, Wisconsin and Minnesota with several other flyers, taking farmers up for \$5.00 each. "Or, if we couldn't get that, two for \$5.00," he adds. "Often," said Slim, "we would land at some town without a nickel in our pockets and with just enough gas in the tanks to make a hop or two. As soon as one of us had taken up a passenger and collected his \$5, we would rush to the nearest restaurant and eat. We were always broke, but we had lots of fun."

Many times, the pilots were able to talk the secretary for the fair into wing walking, a good audience draw. "And, of course, we had the parachute jumpers." Slim says, adding that he jumped a few times himself. "We didn't have the seat pack chutes," he says. "We used the balloon type. You had to walk along the wing, holding on to the strut." The parachutes were packed in a duffel bag arrangement. The jumper would pull the chute out of the bag and shake it in the wind until the wind picked it up and dragged them off the wing. The chute would then open up all the way and then they'd come down. All this was performed from 1,500 feet to 2,000 feet above the ground.

A memorable incident occurred outside of Rockford, Illinois with two passengers squeezed in front seat. Slim took off in high wet grass, in an exceptionally soft field. After a long takeoff roll, he was having difficulty attaining flying speed. Just as he lifted the aircraft off the ground, not too soon as he was running out of field, the engine quit. A fence at the far end of the field suddenly loomed in front of the ill-fated aircraft. Barely clearing the fence, the Standard came down rather hard on the other side of the fence. Not much harm was done to either the plane or its occupants. However, the left gear strut was thoroughly damaged. A trip to a local furniture store with the good strut got a duplicate worked up in ash. instead of the normal spruce, making it much stronger than the original. It was painted blue to match the rest of the airplane. Whatever happened to the couple who had bought the ride in the Standard? They ran off and didn't even ask for their money back.

Barnstorming, however, was an uncertain means of livelihood at best, so after that summer Slim gave it up and became an instructor with Black Hawk Aircraft Co. at Rockford Airport in Illinois.

## CAUTION: PROBLEM WITH LA SECTIONAL

On the current LA sectional, Edition 108 valid from 11/5/2020 to 2/25/2021, an error has been found. The airport elevation for LGB was mysteriously changed to 103 feet MSL when it should have remained at 60 feet MSL. It has been reported to FAA charting and will hopefully be corrected on the next edition.



**CONGRATULATIONS!**

**ACCOMPLISHMENTS!!!**

MICHELLE CORMIER	First Solo	C-152	CFI RICHARD GARNETT
DILLON GARCIA	First Solo	C-172	CFI TYSON BEAMER
ALEXIS MACPHERSON	Private	C-172	CFI RICHARD GARNETT
CHRISTIAN RUIZ	Private	C-172	CFI JESSE BELTRAN
JACQUELINE STOKES	Private	C-152	CFI JESSE BELTRAN
JUSTIN YANG	Private	Archer	CFI ALISA LEE
JESSE BELTRAN	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](mailto:candy@LBflying.com)!

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

**TOP GUN AWARD** goes to RALPH CANCIO for logging the most flight hours in club aircraft in December! Runners up were PHILIP SHEN and KHAI DO!!!

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

**EASY WAY TO PAY** – Using your on-line banking app, set Long Beach Flying Club up as a new payee and have your bank send us a check to deposit money on your club account. Plus, you get the cash rate on your aircraft rental!

**NEW & REJOINED CLUB PILOTS!**



- YI FANG CHOU
- JASON HAYN
- STEVE JOLLY
- LISA MARSHALL
- TONY SMYLES
- JEFFREY STUTZ



**HAPPY JANUARY BIRTHDAYS**

- JOHN CAMPBELL
- THOMAS CAMPBELL
- DENNIS CHANG
- PAUL CLEVINGER
- RESHLEY ANDREW DALISAY
- NATALIE FOX
- THOMAS GAEBEL
- GRAEME HATZKILSON
- ALEXANDER JONES
- ROBERT KASSOUF
- BRANDON LANGIUS
- RYAN LEE
- GENISHA MACPHERSON
- MICHAEL MAGDALENO
- KEVIN NGUYEN
- TIEN NGUYEN
- ALLEGRA PATTERSON
- AUSTIN PERETZ
- REBECCA ROSSINI
- CHRIS ROTH
- JARED SHOULTZ
- ALEJANDRO SOBERANES
- DONALD SWETT
- SHEENA TEMPLO
- RYAN TRAN
- BRIAN WATERS
- ROBERT WEEBE
- DARYL YAMBAO

**2021 AOPA FLIGHT TRAINING SCHOLARSHIP APPLICATIONS ARE NOW OPEN!**

AOPA members are invited to apply for primary and advanced flight training scholarships, made possible through donations to the AOPA Foundation. Last year, 120 scholarships totaling more than \$1 million were awarded. These scholarship awards are a major benefit of AOPA membership, helping members reach their aviation goals.

The scholarship awards are broken down into four categories:

- \* AOPA High School Flight Training Scholarship
- \* AOPA Teacher Flight Training Scholarship
- \* AOPA Primary Flight Training Scholarship
- \* AOPA Advanced Rating Scholarship.

The scholarship application deadline is Sunday, February 14 at 11:59 p.m. (EST).

**FAA AIR TRAFFIC FACILITIES AFFECTED BY COVID-19  
NOTICE NUMBER: NOTC1650**

This Notice is intended to alert General Aviation (GA) pilots of the conditions they may encounter while operating in terminal airspace or controlled airspace surrounding an airport tower when those ATC facilities close for COVID cleaning. Due to the COVID-19 public health emergency, the FAA has temporarily closed certain ATC facilities, which may impact or reduce ATC services or leave the airspace uncontrolled or handled by another facility. Often these closures have been in high volume airspace with a mix of GA and Air Carrier operations. - Please take the time to consider the following if you are planning a flight to and from airports with ATC Towers.

- \* Check Notices To Airmen (NOTAMS) and thoroughly review your pre-flight briefing. NOTAMS for ATC Zero can pop up quickly.
- \* If the airport is familiar to you, realize that the normal ATC procedures such as arrival routes, traffic patterns, etc. may not be in place during non-towered operations. It is now up to the pilots arriving and departing the airport to provide separation and sequence landing and takeoff operations.
- \* Tune in to the Common Traffic Advisory Frequency (CTAF) well in advance to raise your situational awareness of the flow of traffic already established at the airport.
- \* Whether you are VFR or IFR, announce your position and intentions prior to the Final Approach Fix (IFR) or at least ten miles prior to entering the established traffic pattern (VFR).
- \* If you cannot adequately determine the flow of traffic and your position in the flow, do not hesitate to hold a safe distance from the airport until your situation is clear to you. You can always fly to an alternate until things settle down at your destination.
- \* Once on the ground exercise extreme caution taxiing to and from the runway AND make sure that the runway and extended centerline in both directions is clear of traffic before crossing any runway.
- \* Above all keep your eyes and ears outside the cockpit as much as possible so you can see and avoid an unintended occurrence.