

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

Teaching the World to Fly

JULY NEWSLETTER 2004 ...

HAPPY FOURTH OF JULY!!



... ceilings and visibilities unlimited ...

Editor [Candace A. Robinson](#)

WE FLY WITH CARE Now, more than ever.

[Editor: Candy Robinson](#)

WHAT'S UP?

What's New? LA Charts, Etc.

The new TAC for Los Angeles has recently hit the newsstands. The major changes that should be high on your list for review are the new graphics on Panel LA2 for: LA Special Air Traffic Rules Area, LAX VFR Mini Route Transition and the LA Basin Intensive Flight Training Areas.

Phil Boyer, President of AOPA and in town recently for a Pilot Townhall Meeting in Ontario, spoke with Long Beach Mayor Beverly O'Neill, giving her a "heads up" that AOPA was sending letters to the June meetings of the Airport Advisory Commission and Economic Development Commission requesting rejection of the Boeing Realty proposal. Having the AOPA's 2004 convention in Long Beach is wonderful, Douglas Park is not. Mayor O'Neill acknowledged our opposition. The Economic Development Commission voted to send a recommendation to the City Council for the 1,400 residences proposed by Boeing (shame on them). The Airport Advisory commission voted to hold over their vote to their August meeting.

The first of seven total Runway 30 weekend closures went without too much fanfare beginning Friday, July 9th. The next 6 closures are scheduled for July 16-18, July 23-25, July 30-August 1, August 6-8, September 10-12 and September 17-19. Each closure begins Friday at 11 pm and extends until Sunday, 7 am. Runway 25 Left will also be closed August 1st for work at the intersection. The glideslope is currently down through 8/28/04 and the localizer will be down from 8/1 through 8/28/04.

Tower services will be provided as routinely as possible. With all eyes upon us, all we have to do is keep our procedures and communications sharp. Let me know if you'd like an email of the Jeppesen airport diagram detailing procedures during the closures at: candy@Lbflying.com.

HELEN'S CORNER

Helen Ruth CRANZ, Master CFI & Master GI

APT = Annual Proficiency Training: conducted yearly or more frequently if required by Helen Cranz, Master/Chief Instructor, LBFA & LBFC. The flight portion is similar to a Flight Review. Each year different tasks from the PTS are selected to review and requires about 1-hour flight and ground as appropriate. An APT card is now issued as proof that your CFI has accomplished this training. Each instructor is required to receive this annual training, however, every pilot may also receive this annual training vs biennial training.

FEDERAL BUILDINGS NAMED FOR THE WRIGHT BROTHERS

by Marion Blakey, FAA Administrator

I am very pleased to inform you that the two FAA headquarters office buildings in southwest Washington will be named after Orville and Wilbur Wright.

This is a fitting tribute for these two American icons. They were men of vision, men who dreamed of flight - and then made it happen. It also is fitting that the buildings named in their honor house the government agency that helped chart the course of aviation through its first century and is now working hard to shape aviation's next century.

The renaming of the FAA headquarters buildings, was made possible by Congressional legislation that President Bush signed into law recently. The legislation officially designates Federal Building 10-A at 800 Independence Ave. S.W. the Orville Wright Federal Building, and the Federal Building 10-B at 600 Independence Ave., S.W. as the Wilbur Wright Federal Building. The renaming comes just in time for the official opening of the newly renovated 10-B building. Replicas of the Wright Flyer and the Wright Glider will be hung permanently in each of the building lobbies.

We'll have an official naming ceremony in the next several weeks, and we will provide you the details as soon as they are completed.

I want to thank President Bush and members of Congress for taking this step. It's a wonderful way to cap our national yearlong celebration' of the Wright Brothers achievement, and as FAA Administrator it is good to see the FAA get recognition it so richly deserves.

JUNE 2004 SAFETY TIP -- BY JOHN MAHANY

Did you know that both Vx and Vy change as you climb? Check the P.O.H., Section 4, Normal Procedures, for the airplane you fly. Vx, Best Angle of Climb speed, increases, and Vy, Best Rate of Climb speed, decreases with altitude. They meet at the airplane's absolute ceiling.

PRESIDENTIAL TFR'S (EVEN THE DEAD ONES GET ONE!)

This might be useful to keep us flying as much as possible during the Presidential Campaign.

Submitted by **Harry Leicher**

Between now and November, we can expect these to crop up more frequently, as the campaign gets into high gear. Here's a "Plain Language" version of the techniques I've used when flying through these. So far, ATC hasn't requested that I copy a phone number to call!

1) Make sure you know when the TFR will be in effect, and it's location. The FAA website now has a link to graphical TFR's. Just go to www.faa.gov and click on the link, Get familiar with it now, before you need it. PRINT the picture and keep it with you during the flight. Just before takeoff, call flight service and specifically ask "are there any changes to FDC NOTAM #4/XXXX."

2) The "standard" presidential TFR's have 2 sections: an inner 10 mile radius "NO FLY" zone, surrounded by the 10 - 30 mile "OK to fly if you jump through a lot of hoops" zone. If your planned flight enters the 10 mile NO FLY zone, come up with another plan. If your flight goes to or from an airport in the 10 - 30 mile ring, or through that ring enroute, you PROBABLY can go as long as you are "ON AN ACTIVE IFR OR VFR FLIGHT PLAN WITH A DISCRETE CODE ASSIGNED BY AN ATC FACILITY. AIRCRAFT SHALL BE SQUAWKING THE DISCRETE CODE PRIOR TO DEPARTURE AND AT ALL TIMES WHILE IN THE TFR. ALL AIRCRAFT ENTERING OR EXITING THE 30 NMR TFR MUST REMAIN IN TWO-WAY RADIO COMMUNICATIONS WITH ATC." Just don't plan any pattern work, practice approaches, or other "repetitive" or "loitering" type operations within the TFR.

3) If you're instrument rated and current, the easiest way to go is under IFR. You must file a flight plan with

FSS either in person or by phone (not DUATS). In air filing ("pop ups") won't work. The "Tower Enroute Control" system of requesting a clearance without previously filing with FSS also is not available. If you are departing an airport with an operating control tower, you'll get your clearance as normal and be on your way. If there is no operating tower at your airport of departure, use your cell phone (they are permitted while you're on the ground) to call SoCal at (800) 448-3724 or LA Center at (661) 265-8231 to get your clearance and release. Remember, your flight plan is activated as soon as you get your release from ATC, and if you land at an airport with a control tower, the tower closes the flight plan. If landing at an airport without an operating tower, you must call ATC or FSS AFTER LANDING to close.

4) If you're not instrument rated or current, things get a little more complicated. Remember, even if the weather is severe clear, to operate under IFR you must be instrument rated and current. First, you must file a VFR flight plan with FSS, either by phone or in person. It must be activated BEFORE take off. Use the cell phone from the runup area. Just add 5 minutes to your time enroute planning to account for take off delays, etc. Second, you must be squawking a discrete code and talking to ATC as soon as you depart. If you are at a tower controlled airport, the tower can coordinate this for you. If not, use the phone numbers above for SoCal and LA Center to get a transponder code and departure frequency assignment. Again, remember to close your flight plan AFTER LANDING.

5) The bottom line is that unless LGB is within the 10 mile NO FLY zone, we can still fly. Even though training operations can't be conducted within the TFR, we can still go VFR or IFR to get out of the TFR and then conduct training operations. Once the training operations are completed, we can land, and using the procedures listed above, get back to LGB. Look at it as an opportunity for you and your students to exercise your navigation skills and become familiar with VFR flight following.

Although these procedures seem to have become fairly standard over the last couple of months, the Secret Service may decide on changes at any time. Since we have to make that phone call to FSS anyway to file the flight plans, be sure to describe your plan of action to the briefer to verify that under the current rules your plan will be acceptable.

Keep Flying

Mirielle Goyer's READBACK

FIRST FLIGHT OF SpaceShipOne INTO SPACE

On June 21, 2004, I joined ten or fifteen thousand other people at the Mohave Airport to watch the launch of SpaceShipOne, the first private-venture craft to attempt to leave the Earth's atmosphere and enter space, defined as an altitude of 100 kilometers (62 miles). Thanks to Beau Albiston, one my students here at the Long Beach Flying Club who was involved in the programming of the instruments display, I was lucky to enjoy the event from the VIP area. And what a treat.

At approximately 6:30 AM, Mike Melvill, the test pilot selected for the flight, waved to the crowd from the rocket-powered SpaceShipOne slung below the twin-jet White Knight carrier aircraft as they taxied out for takeoff. Shortly thereafter, they took off in the rising sun over the desert. For approximately 50 minutes, they climb overhead to reach 50,000 feet. Once there, SpaceShipOne was released from the White Knight carrier and fired its rocket to start a vertiginous climb toward space. Thanks to the beautifully clear skies over the desert, we were able to witness the entire event. After reaching space and enjoying the view for a few minutes, SpaceShipOne started its glide back to Mohave Spaceport. We heard the two sonic booms caused by SpaceShipOne reentering the Earth's atmosphere. As SpaceShipOne was approaching to land, the desert winds stood still to salute the accomplishment. After verifying the flight data, the announcement came that the goal of reaching space was officially met and the crowd started cheering.

For those of us who made the trip in the night to Mohave, we knew that we had just witnessed one of key historical aviation event of our lifetime. Soon, space will be accessible to most of us.

NOTE: Burt Rutan designed SpaceShipOne and the White Knight Carrier. Paul Allen, Microsoft co-founder and visionary financed most of the project.

Developing and producing the aircraft cost approximately \$20 million (far less than the price of one F-16). Mike Melvill, originally from South Africa, has been a test pilot for Burt Rutan for many years. He was 63 years old when he became an astronaut.

CIRRUS COMES TO THE LONG BEACH FLYING CLUB (AUG 25, 2004 - 12 NOON-7 PM)

A few weeks ago, I was fortunate enough to fly the Cirrus SR22 from John Wayne Airport to the Hawthorne Airport. The SR22 is a glass cockpit aircraft with dual GNS 430 GPS that delivers amazing performance (180 KT true on 14 GPH) in comfort. It is incredibly easy to fly thanks to the side stick and single-lever power.

Come and join us on August 25, 2004 from 12 noon to 7 PM to welcome Cirrus to our club. Heike and Drea will bring two Cirrus SR22 to the club. One of the aircraft will be on static display to allow all club members to discover it and inspect it. Come prepared with as many questions as you'd like for Heike.

NOTE TO LBFC CFIs: Up to eight (8) full time instructors will be able to enjoy a 45-minute demo flight. To register for the CFI demo flight, please email to cfi@flyinla.com. I will use the email date and time stamp to establish the list of instructors that qualify (first come, first serve).

NOTAMS

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ, HARRY LEICHER, MIRIELLE GOYER and JOHN MAHANY for the help with this newsletter!

NOTAM: Congratulations to top Club CFI in June, BILL ROSENBERRY, logging the most hours of dual given in club aircraft! Runner-ups were JOEY ROEHRICH and JEAN MICHELE CARLOUET!

FUTURE PILOTS! Congratulations to JOE and TIP SIMMONS on the birth of their son, SKYLAR SANAN SIMMONS on June 17th! He weighed 7 lbs 11 oz and started out at 20 1/2 inches!

TOP GUN AWARD goes to BILL DORMAN, logging the most flight hours in club aircraft in June!! Runner-ups were MIKE SEYMOUR and TREVOR SCHOONOVER!

EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@LBflying.com.

NOTAM: LONG BEACH AIRPORT ASSOCIATION NEEDS YOU -- the time is NOW to join -- LBAA applications are available at the club. We need your support -- all LBAA membership fees go to printing costs of the quarterly newsletter and protecting General Aviation rights at Long Beach Airport. Your Long Beach Airport Association dues donations are TAX DEDUCTIBLE so sign up today!!!

CALENDAR OF EVENT

July 28: The Long Beach Flying Club and the Long Beach Airport Association General Membership Meeting will be held at the AirFlite facility on Taxiway Bravo at the end of Wardlow Road. A buffet will be served beginning at 6:30 PM with the program beginning at 7:00 PM. Everybody is welcome to attend -- we hope to see you there -- sandwiches, fruit and dessert will be served! This meeting will count toward CFI credit for July.

August 7: Operation Takeoff, a free FAA Seminar on "Introduction to the Automated Flight Service Station

and the Services Available to Pilots" from 9 AM to 1 PM at the Hawthorne Flight Service Station. Contact (310) 970-0102 for info or reservations.

August 9/10: Private Pilot / Instrument Ground School. **See Details below.**

August 25: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.

October 21-23, 2004: AOPA 2004 will be held at LGB and the Long Beach Convention Center!

Private Pilot Ground School, and **Instrument Ground School** will be available from Monday 9th and Tuesday 10th August. Each course will use the Jeppesen Ground Training Syllabus and will be conducted under Part 61 for the time being. Both are scheduled to last for 6 weeks and will run from 6pm to 8:30pm. The Private Pilot Ground School will be scheduled Mondays, Wednesdays and Fridays, the Instrument Ground School - Tuesdays, Thursdays, and Saturdays. Although aimed towards the students, if it's time for your Flight Review, IPC, or if you are studying for CFI or CFII, why not attend? Each course will cost \$350, or \$25 per individual lesson at the door. An Airman Knowledge Test endorsement will be given only after 100% attendance, and 80% or greater on the End of Course Exam. Multi-Engine, and CFI classes are in the pipeline for September, so watch this space. Any questions can be directed towards Peter Jackson (562) 787 0478, or email PeteLGBCFII@aol.com.

ACCOMPLISHMENTS

ADAM MEKRUT.....SOLO.....C172.....CFI ALEX KOTHE
 JEFF MUELE.....SOLO.....C172.....CFI HARRY LEICHER
 KEVIN CONNORS.....CFI.....C172RG.....CFI ALEX KOTHE
 MIKE SEYMOUR.....SOLO.....C152.....CFI BILL ROSENBERRY
 ROGAN GIRAD.....SOLO.....C172.....CFI PETER ENGLER
 ROBERT GRIGSON.....PRIVATE.....ARCHER.....CFI ALEX KOTHE
 BILL ARMETT.....IFR.....ARCHER.....CFI ALEX KOTHE
 STEVE MICHAELS.....IFR.....C172.....CFI ALEX KOTHE
 TOMAS MARTINEZ.....IFR.....C152.....CFI ALEX KOTHE
 TREVOR SCHOONOVER....COMM MULTI..SEMINOLE....CFI JEAN-MICHAEL CARLOUT
 BRYAN KIDD.....SOLO.....C152.....CFI JEAN MICHAEL CARLOUT
 REMINGTON ESTERS....APT*.....C172RG.....HELEN CRANZ
 JOE SIMMONS.....APT.....C172RG.....HELEN CRANZ
 JACK BASHFORD.....APT.....C172.....HELEN CRANZ
 TODD WYCOFF.....APT.....C172RG.....HELEN CRANZ
 KEVIN CONNORS.....APT.....C172.....HELEN CRANZ
 MATT WILLIAMS.....APT.....C172.....HELEN CRANZ

Congratulations to TOM WEST and GABRIELLE VILLANO on their first officer positions with America West in the Airbus! They are based in Phoenix. Congratulations to MIGUEL TORO on passing his power plant and general practical test, obtaining his "&P" mechanics license!!!

* see Helen's corner for description of APT

BIRTHDAYS

DAVID BOWDEN
 MANUAL CANABAL
 MIKE CHRISTMAS
 JOSE CORDOVA
 SEAN CUSSEN
 ROBERT DRUECKHAMMER
 NORMAN ELLIS
 JEFF FACEMIRE

NEW CLUB PILOTS

JASON GRAVES
 KEVIN NGUYEN
 NEIL KUMOR
 THOMAS SENA
 FRANCIS DUDLEY
 GARY DAVIS
 JASON BOSINSKI
 SEAN MC NEW

WILLIAM FINKIN
PETER GARCIA
RAYMOND HAMPTON
OMSTER HAYNES
FUMINORI HIGASHIJIMA
OTTO HOLLBORN
KEVIN JACKSON
PHILLIP JANSON
DANIEL KRUSE
RUDI LIMICH
JEROME LIMMER
GLENN MAPLES
COLIN MARTIN
MACON MAY
GLENN MIHELICH
TONY PENNISI
JULIO PIZANO
JEFF PUFFER
JOHN RODGERS
CARLOS RODRIGUEZ
ROBERT SCHENBECK
SCOTT SHOOK
ARTURO SOLANO
FRANK SOTELO
ROBERT TAGLE
VICTOR UMBOH

JASON KYSER
NORMAN ELLIS
LLOYD BLANCHARD
JUSTIN HOLMAN
ADAM CRITS
ABEL BARBA
TERRY GOOCH
ATBAS SERVEST
GREG BROWN
MARK COSTELLO
ANTHONY HOVENDEN
WILLIAM HARRIS
BILL BELL
KEVIN JACKSON
ISMAR AUDIC
JAN DYSZYNSKI
AMELIA VARNER
STEVEN HOWE
OMSTER HAYNES

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