

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321

AUGUST 2006 NEWSLETTER

HAPPY SUMMER!

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Editor Candace A. Robinson

EDITORIAL - WHAT'S UP?

A NEW OBSTRUCTION IN THE HARBOR?

While continuing the analysis of the 53rd Edition of the Los Angeles VFR Terminal Area Chart published July 6th, the symbol for a group obstruction was discovered, 405 feet MSL in height, in the vicinity of Angels Gate VFR checkpoint. Additional information noted are the letters UC, which warns the obstruction is "under construction or reported: position and elevation unverified." As a general notation for all obstructions, the TAC chart legend cautions: "NOTICE: Guy wires may extend outward from structures." Angels Gate is a popular area for instructing and practicing the VFR maneuver "turns around a point", usually at 1,000 feet MSL. It is recommended that another area be utilized for this type of practice until more is know about the new obstruction. Additional changes found on the new LA TAC chart include:

1. Alert box near Corona Airport for radio controlled aircraft below 400 feet AGL.
2. Long Beach Airport data added an asterisk to indicate lighting limitations.
3. On the Nav Side Legend Panel, airport lighting was changed. Old terminology, "When facility or information is lacking, the respective character is replaced by a dash. All lighting codes refer to runway lights. Lighted runway may not be the longest or lighted full length. All times are local." New terminology, "When facility or information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent longest runway or full length lighting". On that same panel, a fourth boundary symbol was added to denote: "ADIZ - Air Defense Identification Zone". The other three boundary symbols, previously represented by a box with the hash markings inwards, now are represented by a single section (three sides of the box removed).

Last month we described the addition of three VFR checkpoints on the TAC, which were requested by CMA Tower. A fourth VFR checkpoint, VPFPL at Oxnard Financial Plaza, was added on the Los Angeles Sectional Chart. It is further west, not included on the area covered by the TAC.

SLI VOR DOWN THROUGH MID-AUGUST - the Seal Beach (SLI) VOR has been temporarily shut down for maintenance. The VOR is one of the most heavily used navaids in the country. The FAA plans to reopen it at 2359 Zulu on August 18. The following notam has been issued: "LGB FI/T LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. ILS RWY 30, AMDT 32B...RADAR, DME AND ADF REQUIRED." We're thinking the ADF requirement is for identification of ALBAS for the missed approach procedure

LEISURE TIME - Saw Superman Returns, which just came out -- any movie with flying in it (Superman and otherwise) is okay in my book. There are two scenes with aviating of the fixed-wing variety (as opposed to mammalian): a Space Shuttle launching off a B-777 and (I think) a Dehavilland DHC-2 Beaver. The special effects were really super when Lux Luther messes up the Earth's electricity power grid, causing problems with the separation of the Space Shuttle from the 777. Myself, I could look past any conflict as to why NASA would put press on the plane underneath a launching Shuttle for a bit of aviation theatrics. It just adds to the fantasy that a newspaper reporter and an assistant editor are able to afford a 5000-sq-ft beachfront house with a \$325,000 seaplane out back at the dock!!! Thought it might be interesting to look up the n-number for the movie's seaplane, N7214S, and found it's reserved, set aside for Hollywood like 555 phone numbers? Roaming out on the internet to see what else might be up about Returns. Apparently, in the space shuttle scene, a news reporter is heard saying that

"we will now go to Cape Canaveral for an update." However, once shuttles are airborne, all control switches to Mission Control in Houston. In fact, the shuttle and aircraft pilots are heard talking to Houston in earlier shots. Also, the space shuttle engineer was played by Richard Branson, the owner of The Virgin Group. The monitors inside the jet display the words "Virgin Galactic", the name of Branson's commercial spaceflight company that will utilize the SpaceshipOne crafts, which are launched from the underbelly of an airplane, much like the space shuttle in the film.

SAFETY TIP OF THE MONTH BY PHIL BARTON

Have you ever had an engine failure? Well, fifty years ago I had two failures in a two-week period in the same airplane. Fortunately, the first time I was over the Long Beach airport, and the second time I was on final to 25 R. I was lucky in that I did not have to worry about gliding a long distance to reach an airport. But suppose your engine quit (a rarity these days, fortunately) and there is no airport in sight. Now, what do you do? How do you set up the minimum (sometimes called maximum) trim glide to your nearest airport?

Every airplane that I am aware of will fly, without stalling, with power off and the trim at the maximum aft position. That trim point establishes a speed several knots slower than maximum glide range airspeed at maximum gross weight. However, it's a pretty good estimate of the best glide speed you need.

Here is how it is done, and let's be practical. The engine has stopped for some reason and, fortunately, you don't need a calculator to figure out the emergency glide speed for your aircraft based on its weight and current wind conditions.

Set the throttle to idle. As the airplane slows, gradually increase trim aft, initially keeping the airplane at the same altitude. At some point you will reach published glide speed, and for demonstration purposes let the airplane begin a gliding descent. Note the position of the trim. It should be well aft, but not at the stop. Now gradually continue to trim aft to the stop--all the way back. The airplane slows down even further, but it remains stable and does not stall! Take your hands off the yoke, and the airplane continues to glide at a constant airspeed all by itself. You may note the indicated airspeed, but that is not necessary, as you are accepting whatever airspeed the trim commands.

In a real emergency, the procedure is to simply continue aft trim to the stop at a smooth rate that does not balloon the aircraft. Turn on your autopilot if you have one. The most basic autopilot will maintain wings level while you troubleshoot, and aft trim will maintain airspeed. The procedure is simple, and several pilots have reported that they used this method in establishing the minimum glide speed in an actual emergency, and it worked! Consider adding it to your emergency repertoire. Adios, and fly safely.

ACCOMPLISHMENTS

DAVIS HSU	SOLO	C-152	CFI JAE CHUNG
RON BALLERSTEROS	SOLO	WARRIOR	CFI RICHARD GARNETT
RICHARD ARMITAGE	SOLO	C-172	CFI JACK BASHFORD
RYAN VELLANOWETH	SOLO	C-172	CFI JACK BASHFORD
JACOB DRAGOO	SOLO	C-172	CFI RICHARD GARNETT
CHAZ SOSA	PVT/MULTI	SEMINOLE	CFI DANIEL GREEN
COLE STANDISH	PRIVATE	C-172	CFI CODY PIERCE

CONGRATS to RICHARD GARNETT, top CLUB CFI for July, logging the most hours of dual given in club aircraft! Runner-ups were PAUL RAYMOND and JACK BASHFORD! TOP GUN AWARD goes to PAOLA MCNEASE for logging the most flight hours in club aircraft in July. Runners-up were JOHN FRANCIS and RON BALLESTEROS!

Congratulations to Joey Roehrich on his job as Caotain in the Westwind II for Global Jet! Also, congrats to Ricardo Mota on his First Officer job in the CRJ with Mesa!

KING AIR PROMOTION! by John Mahany

I am moving up to the Beech King Air Program at Flight Safety International, from the CE 421 Program! I will remain dual qualified for at least one year. I will initially be qualified on the King Air model B200, and then will get 'differences training' covering other King Air models. There are more than 20 models. Initial training will also include an FAR 135 checkride, single-pilot, which will then qualify me to train clients who operate under FAR 135, for FAR 135 check-rides. This will be conducted in a level 'C' simulator. This simulator has a side visual for circling approaches, and you can also log the landings. Also, within 6 months, I will get typed in the King Air 300. In the King Air program, I will get the opportunity to fly a King Air, which I am really looking forward to!

EXCERPT FROM NOTICE TO AIRMEN (NOTAM) #SW06000 FOR THE OCCUPANCY SIGNAL (FAROS), ALSO KNOWN AS FLASHING PRECISION APPROACH POSITION INDICATOR (PAPI), AT THE LONG BEACH AIRPORT, LONG BEACH, CA.

The flashing PAPIs are part of a concept called Final Approach Runway Occupancy Signal (FAROS), the flashing of the PAPIs indicates that the runway is occupied. The Federal Aviation Administration (FAA) will be conducting an assessment of the Flashing PAPI on Runway 30 at the Long Beach, CA (Dougherty Field) Airport (LGB) commencing on or about July 10, 2006 [began August 1, 2006], and continuing for approximately one year. The existing PAPI units will be temporarily replaced by a new set of PAPI lights. The PAPI lights are configured to flash if Runway 30 has traffic in any of three protected zones described below. Flashing PAPI is an experimental system that detects the presence of an aircraft or vehicle through the use of inductive loops embedded in entrance taxiways and exit runway locations. This seeks to improve airport safety by indicating when it is potentially unsafe to land on a runway. Flashing PAPI is an automatic advisory system expected to prevent the occurrence of runway land over accidents. The intent is to provide a direct SIGNAL to landing pilots to alert of the runway occupancy, as per NTSB recommendation. When the PAPI is not flashing, pilots are still responsible for safe approach and landing.

TOWER TALK: WELCOME BACK TITO GONZALEZ

Tito Gonzales has recently accepted the position Air Traffic Manager of the Long Beach Tower. Tito replaces Patricia Risner, who retired in May. Tito Gonzalez worked as a U.S. Air Force Air Traffic Controller for nine years and has worked locally at Ontario, Riverside, Torrance, and John Wayne Airport control towers. He was a supervisor at Long Beach from 1995 to 2004, then become manager at Torrance in December 2004.

FOR A LIMITED TIME: from 8/8/06 to 8/26/06 put \$1,000 on account using cash, check or traveler's check and get an extra \$100 credit on your account. Account must be paid off (no monies owed), aircraft will be charged the cash rate, and in the event any refund is requested the \$100 credit will be rescinded. Happy flying!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to PHIL BARTON and JOHN MAHANY for the help with this newsletter!

NOTAM: FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out <http://www.pilotfinancing.com/> or pick up a Pilot Financing application at the club. Interest rates are currently 13.95%.

REMINDER: The club is now a DSL "Hot Spot" for Internet users. Call for details! Surf's up!

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

NOTAM: LONG BEACH AIRPORT ASSOCIATION NEEDS YOU! 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. Long Beach Airport Association dues donations are TAX DEDUCTIBLE so sign up today!!!

Calendar

August 30 & September 27: Long Beach Flying Club CFI MEETING from 6:00 pm to 7:00 pm at LBFC.

OCTOBER 25: 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 October!

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
Ronald Allen Homer Davis Gary Elmer Gerald Floyd Dan Hoppy Oliver King Joe Kirk Eric Norgaard Nathan Padilla Kenny Pouncey Morgan Scott Kevin Storm Chanan Verrill	KEVIN APEL SERVET ATBAS DIANE AUSTIN BRETT BAKER JACK BASHFORD OLEG BOTCHKAREV WALTER A. COHN DOUG CRIPPS JEFF DASH CARLOS DEHMER HIRAN FERNANDO RENE GARCIA NIKOLAS GAVALAS TRINIDAD GONZALEZ DANIEL GREEN MARK HILSTAD ROBERT JACOBSON CHARLES JARAMILLO WUK JUNG MICHAEL LINDSAY JAMES LOISCH MIGUEL MEDINA BRUCE NETTLES JASON OCHOA RANDY REASON FRANK REINMILLER DAVID REMESNITSKY PAUL C. TURNER YOHEI UENO DANIEL VILLANI GERALD VOS CHRISTOPHER WATKINS

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Long Beach Flying Club Long Sleeve Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, X-large \$24.95. XX-large \$26.95. We'll need your choice of color and size when you call us at 562.290.0321 with your credit card number. Download from <http://www.lbFlying.com/> or Email shirts@LbFlying.com an order form of our complete line of pilot shirts. Shipping and handling \$4.95 per order, CA residents add 8.25% sales tax.

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.
3. We can email you a gift certificate. Send us or 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!