

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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

SEPTEMBER 2006 NEWSLETTER

HAPPY VETERAN'S DAY!

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GOD BLESS AMERICA * WE FLY WITH CARE... Now, more than ever

Editor Candace A. Robinson

EDITORIAL - WHAT'S UP?

Before we know it, October 29th will be here, and thus will end daylight savings time. Suddenly we'll realize that we're missing the 3 takeoff and landings at night within the last 90 days to be current to carry passengers after dark. Think ahead and the flight will be a smooth one. Review your normal resources, as well as these excerpts from Night Flying Tips from faasafety.gov:

In today's complex world of GPS, glass cockpits, and flight management systems, sometimes a simple rule of thumb or memory aid is still the best way for a pilot to review preflight preparation. N.I.G.H.T. is one such flight planning aid pilots should use before every night flight. The acronym N.I.G.H.T. incorporates several safety recommendations for night flight with each letter a question or topic that pilots should consider before every night flight. The five simple letters stand for five critical issues that address important operational issues, potential hazards, or physical limitations - topics unique to night flight.

NOTAMS - Did I Check Local NOTAMS? When it comes to NOTAMS, you don't know what you don't know! Every prudent pilot obtains a full briefing from a Flight Service Station or by using a DUAT session to ensure they have all the information necessary to conduct a safe flight. An important part of that briefing will be NOTAMS. But do you really know what you're getting ... or not getting? NOTAMS are classified into three categories:

* NOTAM (D) or distant * NOTAM (L) or local * Flight Data Center (FDC) NOTAMS

If the flight is to a distant airport, the NOTAMS you receive typically will include information on navigational facilities, frequency changes, and regulatory amendments. But it will not include information contained in local NOTAMS. For instance, local NOTAMS include such information as runway or taxiway closures and airport lighting outages. A total or partial outage of a Visual Approach Slope Indicator (VASI) or Runway End Identifier Lights (REIL) system also will be reported as a local NOTAM. The only way to obtain a local NOTAM for your destination airport is to call the FSS responsible (see Airport/Facility Directory) or to call the airport manager.

ILLUSIONS - Have I Considered Them?

Many different illusions can be experienced in flight; some can lead to spatial disorientation while others can lead to landing errors. Illusions rank among the most common factors cited as contributing to fatal accidents. Various complex motions and forces and certain visual scenes encountered in flight can create illusions of motion and position. Spatial disorientation from these illusions can be prevented only by visual reference to reliable, fixed points on the ground or to flight instruments. For more information on the illusions such as: Coriolis illusion, Graveyard spiral, Somatogravic illusion, False horizon, Autokinesis, Elevator illusion and Inversion illusion refer to Chapter 8 of the Aeronautical Information Manual (AIM).

Various surface features and atmospheric conditions encountered in landing can create illusions of incorrect height above and distance from the runway threshold. Landing errors from these illusions can be prevented by anticipating them during approaches and by using an electronic glide slope or VASI system when available. The most common illusions leading to landing errors are:

A narrower than usual runway can create the illusion that the aircraft is at a higher altitude than it actually is. The pilot who does not recognize this illusion will likely fly a lower approach, with the risk of striking objects along the approach path or landing short. A wider than usual runway can have the opposite effect, with the risk of overshooting the runway.

An up-sloping runway, up-sloping terrain, or both, can create the illusion that the aircraft is at a higher altitude than it is actually is. The pilot who does not recognize this illusion will actually fly a lower than normal approach. A down-sloping runway, down-sloping approach terrain, or both, can have the opposite effect.

An absence of ground features, as when landing over water, darkened areas, and terrain made featureless by snow, can create the illusion that the aircraft is at a higher attitude than it actually is. The pilot who does not recognize this illusion will fly a lower approach.

Rain on the windscreen can create the illusion of greater height, and atmospheric haze can create the illusion of being at a greater distance from the runway.

Bright runway and approach light systems, especially when few lights illuminate the surrounding terrain, may cause the illusion of less distance from the runway. A pilot who does not recognize this will fly a higher approach. Conversely, the pilot over-flying terrain which has few lights to provide height cues may make a lower than normal approach.

GLIDESLOPE - Is One Available?

Check to see if a visual or electronic glide slope is available before departing to your destination. Although visual glide slope indicators are installed at most airports, it is important to note that they may be installed at only one runway end. Also, there are many variations. Some of the not-so-common indicators include the Tricolor System, Pulsating System, Alignment of Element System, and the Three-bar VASI.

HOW DO I CONTROL LIGHTING SYSTEMS?

Operation of airport lighting systems (rotating beacons, approach lights, VASI, REIL, taxiway lights and runway lights) may be controlled by the control tower, a Flight Service Station (FSS) or by the pilot with radio control. On runways with both approach lighting and runway lighting (runway edge lights, taxiway lights, etc.) systems, the approach lighting system takes precedence for air to ground radio control over the runway lighting system. Note: Although the CTAF is used to activate lights at many airports, other frequencies may also be used. The appropriate frequency for activating the lights on the airport can only be found in the Airport/Facility Directory or on a standard instrument approach procedures publication. It is not identified on the sectional charts.

TERRAIN - How Do I Avoid It?

Avoiding terrain at night is easier if altitudes shown on VFR and IFR charts are used as part of your preflight planning. The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. Maximum Elevation Figures (MEFs) are determined by rounding the highest known elevation within the quadrangle, including terrain and obstruction (trees, towers, antennas, etc) to the next 100 foot level. These altitudes are then adjusted upward between 100 to 300 feet. Recognize that this practice could give as little as 101 feet of obstacle clearance. IFR enroute low altitude charts contain Off Route Obstruction Clearance Altitudes (OROCA). On the IFR enroute low altitude chart, the Off Route Obstruction Clearance Altitude (OROCA) guarantees 1,000 foot obstacle clearance in non-mountainous terrain and can be used at night to ensure obstacle clearance. In mountainous terrain, this altitude offers 2,000 feet of obstacle clearance.

SAFETY TIP OF THE MONTH BY PHIL BARTON

The recent crash of Comair 5191 at the Blue Grass Airport in Lexington, Ky. should not have happened. The passengers and pilots probably never realized something was terribly wrong with their early morning takeoff until the last few seconds when the plane ran out of pavement and crashed into a stand of trees and exploded into flames where all but one were killed.

The main runway 22 (7000 feet) had just been re paved, and one of the taxiways was not yet back in service. In addition, some of the lights on runway 22 were said to be not working. Flight 5191 headed down the wrong runway, 26, which had no lights and was too short (3500 feet) for even a small jetliner like the Bombardier CRJ-100, with 50 passengers aboard.

The final report of this unfortunate accident has yet to be released, but in every tragedy there is a lesson to be learned. Just before you takeoff for your \$100 breakfast, take a quick look at the heading indicator to make sure it matches up close to the runway number. In this particular case, if the pilots were on the correct runway and had glanced at their heading indicator, they would have seen 220 degrees, and not 260 degrees, as it would be shown for the shorter runway 26.

I learned a safety tip in this tragedy, and I hope you have, also. The safety tip is to check your heading indicator against your runway number just before takeoff. It just may save your life one of these days. Remember, learn from the mistakes of others because you won't live long enough to make them all yourself. Adios, and fly safely.

ACCOMPLISHMENTS

CHRISTOPHER IKENYE	SOLO	C152	CFI CODY PIERCE
DONG JIN HONG	SOLO	C152	CFI JAE CHUNG

RYOTA SUZUKI	SOLO	C152	CFI JAESEONG OH
DAE JUN KANG	PRIVATE	WARRIOR	CFI JOH/JCHUNG
RENE GARCIA	INSTRUMENT	WARRIOR	CFI RICHARD GARNETT
WUK JUNG	INSTRUMENT	C152	CFI JAESEONG OH
PAOLA MC NEASE	COMMERCIAL	C172RG	CFI HARRY LEICHER
CODY PIERCE	APT	C512	CFI JAESEONG OH
EDUARDO BURGA	APT	C712	CFI JAESEONG OH
URI LEVY	APT	WARRIOR	CFI JAESEONG OH

CONGRATS to RICHARD GARNETT, top CLUB CFI for August, logging the most hours of dual given in club aircraft! Runner-ups were JAE CHUNG and PAUL RAYMOND! TOP GUN AWARD goes to JACOB DRAGOO for logging the most flight hours in club aircraft in August. Runners-up were DAE KANG and TRAVIS MACEIL!

KNOW YOUR TOWERED AIRPORT OPERATIONS? TAKE THE QUIZ

Even if you're not based at a towered airport, familiarity with towered airport procedures is a must. The newest Sporty's Safety Quiz (<http://www.aopa.org/asf/asfquiz/quizzes.cfm?SA=Quizzes&QuizId=Feature>) will test your knowledge of operations at towered airports. Can you cross an intersecting runway after you've received clearance to "taxi to" another runway? After takeoff, does air traffic control expect you to maintain a straight ground track or runway heading regardless of drift? What, exactly, are your options if the controller says you're "cleared for the option"? Find out the answers to these and other questions by taking the Safety Quiz. Each quiz offers a quick, easy, and interactive way to assess and expand your knowledge. Plus, you can earn a chance to win a Sporty's Air-Scan V aviation radio/scanner.

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TSA PRESS RELEASE: September 1, 2006

The Department of Homeland Security and the Transportation Security Administration continue to monitor reports on potential terrorist threats in the United States. Based on a recent interagency review of available information, we remain concerned about Al-Qaeda's continued efforts to plan multiple attacks against the United States. These attacks may involve aviation.

Recently, an aviation related incident was reported surrounding suspicious activities at flight schools. At this point there is no indication that this occurrence is terrorist related, however, we request airport managers, flight schools, flight training providers, and aircraft operators remain vigilant for suspicious behavior and activities.

TSA reminds general aviation aircraft and airport owners and operators to review the security measures contained in the TSA Information Publication, Security Guidelines for General Aviation Airports (available at <http://www.tsa.gov/public/interapp/editorial/editorial1113.xml>), and the Aircraft Owners and Pilots Association's Airport Watch Program materials (available at www.aopa.org/airportwatch). In addition, general aviation aircraft and airport owners and operators are encouraged to consider the following:

- « Secure unattended aircraft to prevent unauthorized use.
- « Verify the identification of crew and passengers prior to departure-
- « Verify that baggage and cargo are known to the persons on board.
- « Where identification systems are in place, encourage employees to wear proper identification and challenge persons not wearing proper identification.
- « Direct increased vigilance to unknown pilots and/or clients for aircraft rental or charters - as well as unknown service/delivery personnel.
- « Be alert/aware of and report persons masquerading as pilots, security personnel, emergency medical technicians, or other personnel using uniforms and/or vehicles as methods to gain access to aviation facilities or aircraft-
- « Be alert/aware of and report aircraft with unusual or unauthorized modifications.
- « Be alert/aware of and report persons loitering in the vicinity of aircraft or air operations areas - as well as persons loading unusual or unauthorized payload onto aircraft-
- « Be alert/aware of and report persons who appear to be under stress or the control of other persons.
- « Be alert/aware of and report persons whose identification appears altered or inconsistent.

The theft of any General Aviation aircraft should be immediately reported to the appropriate authorities and the TSA General Aviation Hotline at 866-GASECUR (866-427-3287). In addition, persons should report any suspicious activity immediately to local law enforcement

and the TSA General Aviation Hotline.

NEW LOANER CD: "One Six Right, the Romance of Flying", which traces the life, history and struggles of Van Nuys Airport, is now available for check out. More info about the video can be found at www.onesixright.com.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to PHIL BARTON 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

September 23: EAA Chapter One Open House, Flabob Airport. Contact (951) 452-5232.

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

September 30: Airport Day & BBQ, San Luis Obispo, begins at 10:00 am, BBQ at 4:00 pm. Info at www.slopilots.com.

September 30: "A Day at the Airport," biannual event at SBA. Contact (805) 964-7622.

October 13-15: Miramar Airshow. Info at www.miramarairshow.com.

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!

November 9 through 11: MARK YOUR CALENDAR FOR AOPA EXPO 2006 in Palm Springs! Featuring hundreds of exhibits, more than 70 hours of seminars, dozens of aircraft on display, and the crowd-pleasing parade of planes, all at the Palm Springs Convention Center! Register today at (<http://www.aopa.org/epilot/redir.cfm?adid=9338>).

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
MARIO CASADO	SOVIRA BE
URI LEVY	BRET BEDARD
KAMAL ABOUBI	MARIO CASADO
WILLIAM LYNCH	JASON CLOUD
TOM POCHIS	HELEN CRANZ
MARIO MIGNINI	MARK DAVIS
RODNEY CONNER	GARLAND EKENSTAM
MARK BILLEY	BRIAN FISHER
WASIM ANDREWS	GERALD FLOYD
ROBERT JAMPLIS	JOHN FRANCIS
MERRIT MYLES	GARY FRANKENSTEIN
SUNIL TANDON	RYAN FRANS
MICHAEL BENNETT	JASON FREEMAN
EVE FORD	ROCKY GENTNER
ROGELIO ALONZO	GIOVANNI GOMEZ
DANIEL BLEVINS	JOSHUA KORNOFF
RICHARD BROWN	HAROLD LEICHER
NHIA TENG LEE	JOHN MAHANY
PAUL MCDONOUGH	DAVID MARTIN
MICHAEL SIMS	ISAAC NAVARRO
ROBERT TRUESDALE	ERIC NORGAARD
	CHUCK RICE
	DANIEL ROSENBAUM

	ZOUHEIR SAMHAT SANTIAGO SARABIA MORGAN SCOTT STEFAN STEINBERG HANK SURFACE HUNG VO MICHAEL WENGEN
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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!