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JULY 2011

HAPPY FOURTH OF JULY!

EDITOR C. ROBINSON



WHAT'S UP? LOS ANGELES TERMINAL AREA CHART CHANGES

The new edition of the Los Angeles Terminal Area Chart became effective June 30, 2011.

On the chart legend, check changes: the symbol for TWEBS has been deleted.

On the navigation side of the chart, check the changes:

1. Warning Area W-289 has been changed to Warning Area W-289E, W-289W AND W-289S. Warning Area W-290 has been deleted, Warning Area W-292E has been added.
2. The isogonic lines have been updated by 30 minutes east.
3. The waypoint at Magic Mountain has been renamed Amusement Park.
4. Revision 62 published frequency 123.05 two places in error; corrected to 123.025.
5. Near Burbank the visual checkpoint at Macys was renamed "Shopping Center."
6. Near El Monte, an intersection was added, "TTSME."
7. A visual checkpoint was added at Knott's Berry Farm, "Amusement Park." Note: May potentially be confused with Magic Mountain.
8. Just west of Lake Mathews, an obstruction symbol has been added, 1480' MSL, 261' AGL. And southeast of the lake, an obstruction symbol at 2500' MSL has been changed to a multiple obstructions symbol and 203' AGL has been added.

On the flyways side of the chart: all changes noted for the navigation side of the chart were incorporated.

If you find any other changes on the Los Angeles Terminal Area Chart, please let us know!!! For a graphical representation of the chart changes, checkout our website, www.LbFlying.com

Check your flight cases to make sure you have the most current Los Angeles terminal area chart!

SAFETY TIP OF THE MONTH by Phil Barton

Before takeoff, and you have another qualified pilot in a control seat, be sure to make clear who is pilot in command and what duties (if any) the PIC delegates to the other pilot. Aside from serious legal questions in case of an accident, command confusion in an emergency can have dangerous consequences.

Fly safely, and Adios

BOING! A LANDING SAFETY TIP from FAASafety.gov

When the airplane contacts the ground with a sharp impact it tends to bounce back into the air. The airplane does not bounce like a rubber ball. Instead, it rebounds into the air because the wing's angle of attack was abruptly increased, producing a sudden addition of lift. The corrective action for a bounce is the same as for ballooning and similarly depends on its severity. When it is slight and there is no extreme change in the airplane's pitch attitude, a follow-up landing may be executed by applying power to cushion the next touchdown, and smoothly adjusting the pitch to the correct landing attitude. When a bounce is severe, the safest procedure is to EXECUTE A GO-AROUND IMMEDIATELY. Do you want to know more? The Airplane Flying Handbook and other FAA manuals are available on FAA.gov.

Portrait of a Pilot. Hank Smith

Conventional wisdom would conjure up the traditional image of a fit, youngish male with handsome features - longish but fashionable hair – eyes focused to a distance, seeming to search into the future confidently. (The old Sunday Comics character Steve Canyon comes to mind). Leadership qualities and superior intellect are implied. The overall appearance suggests "heroic". OK. So much for the stereotype appearance. We know that pilots come in all sizes, shapes, colors and gender. So, what are the ingredients of a pilot, anyway? By the time they're certified, pilots have learned about such things as: Aerodynamics, Capabilities and Limitations of both their aircraft and themselves, Navigation, Weather, Federal Regulations, and other subjects literally unknown to "groundlings". Many pilots continue to learn even more about these subjects and others to increase their knowledge and abilities. So, when you see a "pilot", (no matter what he or she 'looks' like), you are looking at a person with a deeper understanding of our physical world, a working knowledge of our 3 dimensional Aviation Transportation System, an informed individual who exercises good judgment and accepts responsibility every day. One last thing... Pilots love to fly.



**DOWN
THE
HALL**

I'm old and overweight, my hair is gray and disappearing fast, and I need glasses to read, and I'm proud to say "I am a Pilot". I just wish I looked more like Steve Canyon.



ACCOMPLISHMENTS

HAROON HAEZ	Private	C-152	CFI RAND STERRETT
SU-CHUNG TSAI	Private	C-152	HAJIME/MAYUKO NAKAMURA
WEN-CHIEH CHEN	Instrument	C-152	HAJIME NAKAMURA
LYNDSEY HUDSON	Private	C-152	DANIEL SANTOS
RAND STERRETT	MEI	Seminole	
ARNOLD PELEKELO	Flight Review	C-152	CFI RAND STERRETT
JOE LORENZEN	Flight Review	C-172	CFI RAND STERRETT

CONGRATS to RAND STERRETT, top CLUB CFI for June, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and RYAN DAVIS !

TOP GUN AWARD goes to WEN-CHIEH CHEN for logging the most flight hours in club aircraft in May! Runners-up were CHUN-YANG PAN and SINWOOK IM!!!

Congratulations to club alumni MELVIN WHITE on his Embraer 145 job with American Eagle!

AIRPORT SURFACE DEVIATION SAFETY TIP from FAA Safety.gov

Recently there was an incident where one aircraft (Aircraft A) was given taxi clearance from the ramp to the hold short line of the departure runway. Another aircraft (Aircraft B) was given taxi instructions from the runway to the ramp with instructions to hold short of the intersecting taxi way and give way to the first aircraft. Both pilots read back their instructions correctly. As Aircraft A taxied out, and since he was already cleared to taxi to the hold line of his departure runway, the pilot started to program his electronic flight equipment and therefore had his head down as he taxied. Aircraft B failed to hold short at its designated area and taxied into the path of Aircraft A. The pilot of Aircraft A looked up and saw he was about to collide with Aircraft B and managed to stop just short of making contact. The moral of this scenario is: No matter what your taxi clearance is, it is imperative that all taxi operations be treated as the VFR See and Avoid operation that it is. Always keep your eyes outside the cockpit and remember that any preprogramming of the flight navigational and communication equipment must be done at the ramp or the run up area and never while the aircraft is in motion. Always remember that taxi operations, even when you are going to be IFR or if the ramp is in a bad visibility condition, are always a VFR operation. Keep your head up, and your mind and eyes outside the cockpit. This is the only way to ensure that your aircraft does not become an aluminum shredder.

There are excellent resources available at http://www.faa.gov/airports/runway_safety/ about safely operating an aircraft on an airport. Check it out!

CONGRATULATIONS to Kenneth Perrera! Emailed: I've got some good news! I was selected for the training on the Airbus 320 last week and I'm starting training on the 14th of May. I'll give u a call as soon as I get it. Hope everything's ok with u and pass my regards to Mr. Richard and Rick as well. Without them I wouldn't be where I am today. Hope to come and pay u a visit some time soon. Take care and hope to talk to u soon. Ken

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Thanks to Hank Smith and Phil Barton for help with this newsletter!

Congratulations to Axel and Heidi: Emailed, "A new pilot is born, Dear Candy, dear Sue, hope everything is well. Lara Callie (from California :-)) Page is looking forward to meeting you & enrolling for instrument rating ;-). Best regards: Axel & Heidi

CALENDAR

July 16:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
July 27:	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 this month!
July 30:	HANGAR TALK! Presented by CFI CHRIS ROTH! From 10 AM to noon Long Beach Flying Club will be hosting a free hangar event; free dual instruction, review and discussion! Donuts and coffee will be served. Drop by for some entertaining and educational fun! Held last Saturday of every month.
August 7:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
August 13:	Catalina Aero Club Display Day. DISPLAY DAY FLY-IN Saturday, May 14th 10 am to 2 pm Aircraft built 1961 and earlier land FREE! Historical aircraft display sign-offs. Buffalo Burgers at DC-3 Grill! Meet other pilots and Aero Club members. Contact Craig Ryan, 714.751.9420.
August 6:	Big Bear City Airport proudly presents the Big Bear Air Fair 2011 - "Transportation Then to Now" from 9:00 a.m. to 4:00 p.m. www.bigbearcityairport.com .
July 17:	Brackett Field (POC). May 2011 Antique aircraft display, classic cars, and biplanes rides. FREE. Historical sign offs. Restaurant on-site. Plenty of airplane and vehicle parking. 10-3PM. Contact Yvonne, 626-576-8692. Restaurant on site. Fly ins welcomed.
August 31:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!
August 6:	Chino Monthly Event includes seminars and, weather permitting and whenever possible, flight demonstrations by appropriate aircraft. Seminars start at about 10am and last till about 2pm and occur on the first Saturday of every month. Contact 909.597.3722

NEW & REJOINED CLUB PILOTS! WELCOME!



- HITESH AHIRE
- DANIEL BALDERSTONE
- BRAD BARNES
- STEWART BROWN
- ABDALLAH DABOUSSI
- CHRISTOPHER GARLAND
- ROBERT GARRETT
- CHRIS HEIDEL
- DARIN HERNANDEZ
- PAUL LOPEZ
- ALESSANDRO MENEGARDI
- CHARLES PERRIGOUE
- ANDREW REKER
- JO WON SEO
- HOCHEOL SHIN
- DAI VU



HAPPY JULY BIRTHDAYS

- ERIC ALFORD
- CAM BARNES
- DAVID BOWDEN
- JULIE CHRISTINE CABAN
- RENE GARZA CASTILLO
- GIAN CATAUDELLA
- MAXIM ESHKENAZY
- WILLIAM FINKEN
- JACKIE FORSTING
- ROBERT GARRETT
- ANDREW GROVER
- CHRIS HEIDEL
- SINWOOK IM
- KEVIN JACKSON
- DILHAN KAPURUBANDARA
- RUDI LIMICH
- ROBERT MARSH
- ERIC OWENS
- CHRISTOPHER ROWE
- RYOTA SUZUKI
- MICHAEL VLADOIANU
- JACOB ZYLSTRA

NEW AIRCRAFT NOW ON LINE

N4133R, a 1968 PA32-300 (Cherokee Six) joins the fleet of rental aircraft available to members.

SIX PLACE – EXCEPTIONAL PERFORMANCE – 300 HP Engine – 145 knots true with full fuel and over 1,000 lbs of passenger/cargo.



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