



# LONG BEACH AIRPORT ASSOCIATION

*"In support of general aviation and aviation in general"*

LBAA P.O. BOX 91372 LONG BEACH, CA 90809 \* THIRD QUARTER 2010 NEWSLETTER \*

JUL/AUG/SEP 2010

## NOTICE

We need to hear from you!  
PLEASE SUBMIT items such as "Long Beach News", past-present-future events, pilot profiles, new ratings, or original articles! Dead-line for next issue: October 7th.

## LONG BEACH AIRPORT ASSOCIATION GENERAL MEMBERSHIP AND SAFETY MEETING

**WHEN:** WEDNESDAY, JULY 28th, 2010  
**WHERE:** AIRFLITE  
**TIME:** 6:30 PM HANGAR FLYING  
7:00 PM LGB USER'S FORUM  
7:30 PM PROGRAM

**Don't miss another  
great quarterly raffle!!!  
The grand prize will be a  
15" HIGH DEFINITION LCD TV!**

We'll be raffling off a profusion of really great prizes! Sandwiches, fruit, desserts and beverages will be served. Family, Friends, Flyins - Welcome! Hope to see you there!

Sponsored by: Long Beach Airport Association, City of Long Beach Airport and AirFlite  
Contact AirFlite for directions 562-490-6200

## NEW/RENEWED MEMBERS WELCOME!

JOHN BERG

(thank you for the extra contribution)

BOB BIRO

JOHN CHAPMAN

VICTOR&LISA JONES

PAUL LAGREEK

PHYLLIS ORTMAN

FRANK REINMILLER

STEPHAN STEINBERG

JOHN WILLIS

CHARLIE ZABINSKI

## ALLEGIAN'T ADDS FLIGHTS

Las Vegas-based Allegiant, which began scheduled service at LGB July 01 with flights to and from Stockton, CA and Bellingham, WA, recently announced expansion of their service to two new cities: Colorado Springs and Idaho Falls. Both cities will receive two weekly flights; Colorado Springs will begin September 15, with LGB departures on Wednesdays and Saturdays at 11:20 a.m., and Idaho Falls on October 08, with LGB departures on Mondays and Fridays at 3:50 p.m. Convenient return flights are available on the same days. For reservations and information, check the Allegiant web site at [www.allegiant.com](http://www.allegiant.com) or call 702-505-8888.

## PLANE PULL SET

The Special Olympics of Southern California will host the annual law enforcement plane pull at LGB on Saturday, August 21, beginning at 10:00 a.m. teams of 25 will have two attempts to pull a Fed Ex A310 (manually!) 12 feet down Taxiway Bravo on the airport's west side. The airport has assisted this charity event for the last three years. Participants will donate \$1,000.00 per team, or \$50.00 for individual registration. Last year's event raised \$25,000.00 and this year's goal is \$35,000.00, according to SOSC. All proceeds go to SOSC to fund programs for year-round sports training and competition for children and adults with disabilities. Want to help LGB is organizing a team? Contact Jordan Syms at Airport Public Affairs at (562) 570-2679.

## VALET SERVICE AVAILABLE

LGB airport valet reminds passengers using the LGB commercial terminal that valet parking is available during the terminal-area construction which began earlier this summer. Valet entrance is about halfway up the Donald Douglas Drive entrance road from Lakewood Blvd. on the right. Daily and weekly rates are available, as are premium car washes and detailing. Please contact them at [www.longbeachairportvalet.com](http://www.longbeachairportvalet.com), or call (562) 496-1407 for rates and services. In additional-parking news, effective July 16, only Lot A (the original parking structure) is open in the main terminal area; Lot D (remote lot at Lakewood Blvd. and Conant Street) is available with shuttles running every 15 minutes or less.

## JOHNSON WINS RUNOFF

Political newcomer James Johnson won his runoff battle against two-term incumbent councilwoman and airport opponent Tonia Reyes Uranga (7th District) on June 8th. Johnson, backed by your LBAA early in his attempt to unseat Uranga, is a business-friendly and pragmatic rising star in Long Beach Politics and will be a welcome addition to the council. We wish him well in his new assignment.

*The purpose of the Long Beach Airport Association is to promote and preserve General Aviation at the Long Beach Airport. The Association will also strive to support all efforts towards the proper integration of all types of aviation that will best serve the citizens of Long Beach.*

*The printing of this newsletter depends on your dues donations. Please send in your renewals and suggest that your fellow pilots join our efforts at preserving General Aviation at Long Beach Airport! NOW your Long Beach Airport Association dues donations are tax deductible!*

# LONG BEACH AIRPORT ASSOCIATION

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## HANK SMITH'S CLASSROOM CORNER

### Techniques for a "Thumpless" Flight

We all agree that "sight" is the most important tool of a pilot. The ability to "see" is much more than the action of just "looking". The sight apparatus of a pilot consists of two parts; The Eyes, which have been compared to the lens of a camera, and The Brain, often paralleled to the camera's film. NOT TRUE! Yes, the brain is the receiver and recorder of lens provided information, but the brain, unlike the film in your camera, is the director and operator of this "sight system" and as such determines the depth of focal field and the importance of items within that field. If the brain is not "engaged", then proper importance may be not assigned to items within that field, or worse yet, the focal field may not even be established. So – JOB ONE – PAY ATTENTION. Keep your brain actively engaged in the "Search for Bogeys" process. Remember; **Your eyes do the "looking" and your brain does the "seeing"**. There are many techniques to "train" your sight system. The following are just a few.

The average pilot enjoys a visual "picture" that is about 200 degrees wide, however, only about 15 degrees of that panorama has the potential to be in sharp focus. In order to "see" the full picture, we need to reduce our attention to approximately 15 degree wide chunks. Within each chunk we should spend about 10 seconds in order to 1.) Acclimate to the conditions of that sector. 2.) Concentrate our focal attention (usually near to far). 3.) Analyze potential "Bogeys", and, 4.) Track possible conflicts. Using this procedure of 10 seconds for each lateral 15 degrees – We would scan the horizon (180 degrees) in 120 seconds (2minutes). Sound Familiar? AOPA has a presentation called "Take 2 and See". I recommend you chase it down on the internet or contact your local FAA Flight Standards District Office to see when that program will be presented in your area.

When you "look" into a sector, quality counts. If there is no detail (hazy conditions), your eyes may "fix focus" at about 10 to 30 feet. (Empty Field Myopia) -or- If you have been concentrating on your instruments, your eyes may fix focus at about 30 inches (Fixed Field Myopia). Help your sight system by directing your attention first on an intermediate object (How about a wing tip?), or a distant target (distant terrain or cloud), to re-energize your "look" and "see" process. From a collision avoidance viewpoint, we want to spend **Minimal** time inside the cockpit. "Inside" time will be dictated by your mission, however, **It doesn't matter how important the mission is-if you don't finish the flight.**

We've discussed the act of Scanning. How you go about it is determined by your **Situational Awareness**. Where you're flying and what you are doing will dictate how you go about scanning. By far and away, **the most dangerous place to fly is near an airport**, followed, in my estimation, by Practice areas, Tourist attractions, "Event" activities, and congested areas (cities). Each one brings its own particular hazards. While flying in the pattern, you would pre-empt the "Take 2 and See" process by looking for conflicting traffic also in the pattern, (or joining). In a practice area, you would take additional precautions, such as clearing turns, and, if you're like me, simply avoid tourist attractions and events. An inflight Collision takes two aircraft..... You can't control the other plane, but, you can.....

. . . SEE AND AVOID. . . . . **Hank (562) 424-2288**

**P.S. PRIVATE CLASS IN PROGRESS.... TUESDAY/THURSDAY EVENINGS  
 ....STILL TIME TO JOIN. I STILL DO PRE CHECK-RIDE EVALUATIONS...  
 MY DOOR IS ALWAYS OPEN.....**

### WHAT'S UP? NEW RUNWAY CROSSING PROCEDURE

As of June 30, 2010, controllers are required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route. "Taxi to" will no longer be used when issuing taxi instructions to an assigned take-off runway. Instructions to cross a runway will be issued one at a time. Instructions to cross multiple runways will not be issued. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued. This applies to any runway, including inactive or closed runways. Changes will also be made to the Aeronautical Information Manual (AIM) and AIP to reflect the new procedures. Never cross a hold line without explicit ATC instructions. If in doubt, ASK! You may not enter a runway unless you have been: instructed to cross that specific runway; cleared to take off from that runway; or instructed to position and hold on that specific runway. See [www.lbflying.com/linksetc](http://www.lbflying.com/linksetc) for additional "Taxi-To" information.

**AOPA PILOT TOWN HALL MEETING** will be on Aug. 21st at AirFlite. Join Craig Fuller Saturday, August 21 at 10:00 am ... He will discuss the year of engagement and provide updates from Capitol Hill and on the current state of GA. Hear plans for the November 2010 Aviation Summit in LB and meet with your fellow pilots from the region. Have a question? You'll have the opportunity to ask and meet Craig Fuller himself. Bring your Class C airspace questions!



## AIRSPACE WATCH



### FAA UNVEILS LGB CLASS C AIRSPACE PROPOSAL By Candy Robinson

June 22nd and 23rd, the FAA held two informal airspace meetings to solicit comments on their "Proposal to Establish Class C Airspace around Long Beach Airport & Revise SNA Class C Airspace." Between the two meetings, approximately 250 pilots were in attendance. The groups comprised pilots from general aviation, corporate aviation and the air carriers and, in addition to Long Beach several local airports such as Torrance, Fullerton and Compton were represented. Concerns ranged from lack of access to outlying airports, compression under layers of airspace, complexity, discrimination, lack of available data prior to the meetings (the proposal was unveiled at the first meeting), the NPRM process, justification for the airspace change, frequency congestion, controller staffing, conspiracies, noticing of the meetings and meeting location, to name just a few.

The LA Times ran an article that came out Monday June 28th. The link is:

<http://articles.latimes.com/2010/jun/27/local/la-me-airspace-20100626/2>

As a flight school owner at LGB, I adamantly oppose the implementation of Class C airspace around lgb. Forcing GA to obtain a clearance prior to departure will cause delays, be subject to denial, force additional complexity to operators within the airspace. I do not believe it is safer to require all GA flights outside of Class D to be in communication with controllers; we have seen too many instances of near- or actual midairs with both aircraft in communication with ATC.

An FAA DPE that conducts many of the club checkrides has stated that coming to LGB versus the closer John Wayne is worth the drive because so much more can be done at a class D airport such as LGB versus a Class C airport such as John Wayne.

The numbers substantiate that LGB is a GA airport with airline flights; more similar to Van Nuys without Class C than Burbank or John Wayne with Class C.

The amount of flight activity that would emigrate from LGB would be devastating to the LGB businesses and upset the balance of aviation upon which the airport depends to operate economically. "The FAA doesn't own the airspace; it manages the airspace for the users. This finite resource needs to accommodate all users while allowing the FAA to perform its responsibility of providing air traffic control service to participating aircraft." ([http://www.aopa.org/whatsnew/air\\_traffic/tcagroup.html](http://www.aopa.org/whatsnew/air_traffic/tcagroup.html))

We have also been able to make many suggestions of procedural changes that could be implemented immediately to make the airspace safer, whether or not LGB gets Class C airspace, including but not limited to:

1. Change the 180 degree heading on departure from Runway 30 to 230 degree heading as it may be opposed by the noise-sensitive Palos Verdes community.
2. Change sectorization of SoCal airspace west of LGB so that departures off Runway 30 don't change frequencies while transiting the shoreline and/or the LB practice area.
3. Climb to 5000 feet in the initial clearance (currently cleared to climb to 3 expect 5 in 10) either gets air carriers into Class B more quickly; at a minimum clears practice area south of the Queen Mary.
4. Reroute airways over LGB class D airspace to facilitate climb to 5000 feet; in fact, soon after I suggested this, two additional airways were added.
5. Establish a mechanism by which operators can document controller handling or airspace clearances to enable study of problem situations.
6. Dedicated Controller Arrival and Departure Procedures -- On departure Runway 30, climb to 5,000 to get into LAX Class B with a single controller (no frequency changes) between LGB Class D and LAX Class B; that is, a dedicated controller per flight to watch dog the flight for the 30 seconds between the two airspaces. Likewise for arrivals for Runway 30 for the time between SNA Class C and LGB Class D. Arrivals for Runway 12 can be made to the northeast with the dedicated controller likewise controlling those flights. This process could be implemented almost immediately; airspace changes take years.

It is my hope that, given the feedback from these two fact-finding meetings, the FAA will realize that Class C should not be implemented at LGB.

The comment period for feedback regarding the proposed Class C airspace is July 31, 2010. Send or deliver comments in triplicate to:

Clark Desing, Operations Support Group, AJV-W2  
Western Service Area, Air Traffic Organization  
Federal Aviation Administration  
1601 Lind Avenue, SW  
Renton, WA 98057

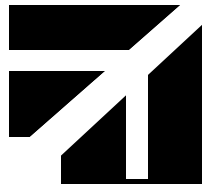
Please check at [www.lbflying.com/LBAA](http://www.lbflying.com/LBAA) for more information and sample letters to send to the FAA regarding the proposal.

**DON'T LET CLASS C HAPPEN TO OUR AIRPORT!!! SEND YOUR RESPONSE TODAY!!!**

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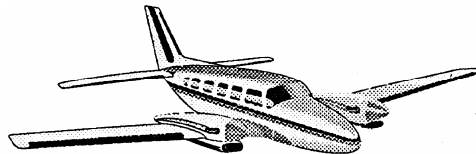
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## LONG BEACH AIRPORT ASSOCIATION

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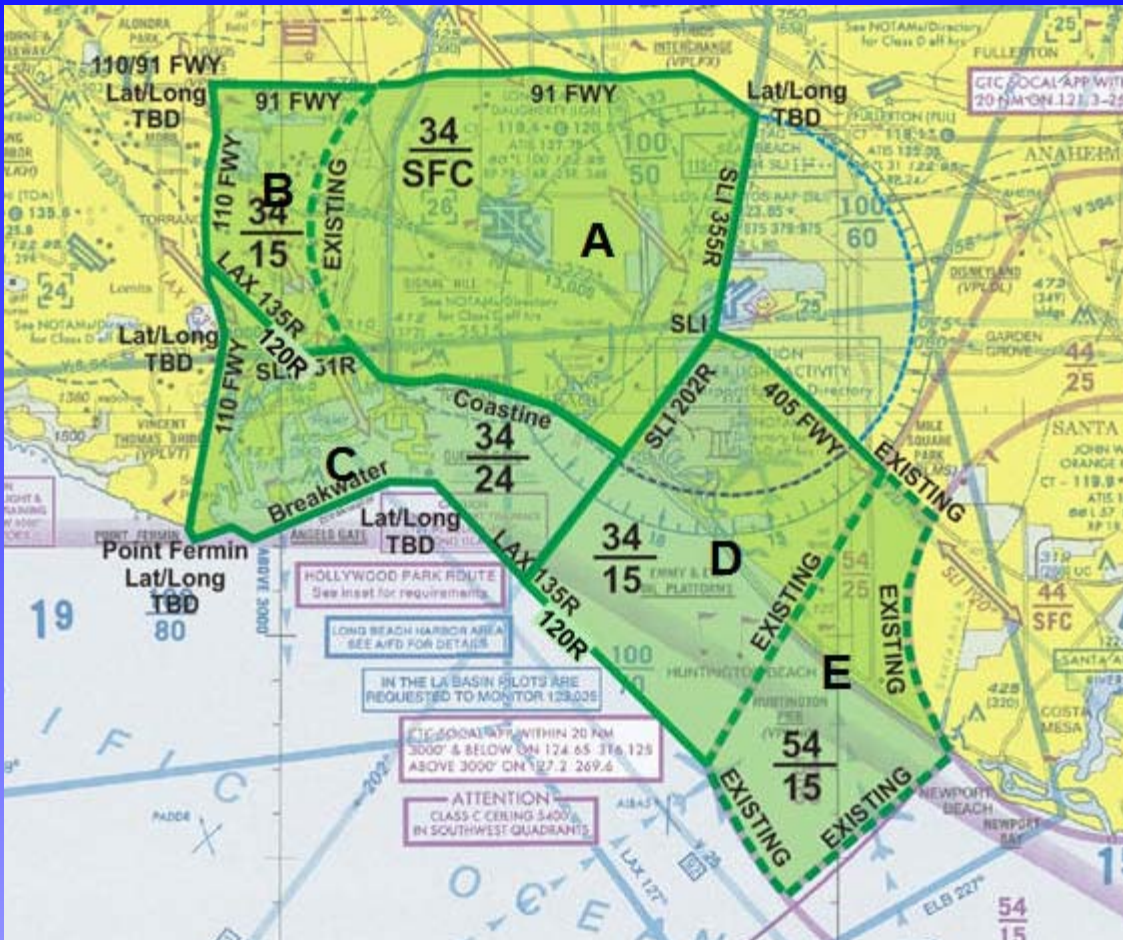
**SUMMER, 2010!**

## FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED

Please rejoin!

Those who are more than  
a year behind in  
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## DON'T LET THIS HAPPEN TO OUR AIRPORT!!!

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Clark Desing, Operations Support Group, AJV-W2

Western Service Area, Air Traffic Organization, Federal Aviation Administration

1601 Lind Avenue, SW

Renton, WA 98057

### PROPOSAL TO ESTABLISH CLASS C AT LGB AND REVISE THE SNA CLASS C (FR Doc. 2010-7652) COMMENT SHEET

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NAME (OPTIONAL): \_\_\_\_\_

Print out this page to write out your response or check [www.lbflying.com/LBAA](http://www.lbflying.com/LBAA) for more information and sample letters.