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JANUARY 2007 NEWSLETTER

HAPPY NEW YEAR!

EDITOR CANDY ROBINSON

EDITORIAL WHAT'S UP? The 54th edition of the Los Angeles TAC was released December 21, 2006. There are many changes to Edition 54:

Chart Legend: Regarding Airport Data, "Airport of entry" was expanded to read "AOE <- Airport of entry".

Additionally, the explanation for ASOS/AWOS was expanded to include the parenthetical: "shown where full-time ATIS is not available."

Nav Side of Chart: Isogonic lines were shifted nearly one-half minute west. For LGB practice area users, the "under construction" notation on the 405' MSL obstruction was omitted. Sources say, however, that no tower or other obstruction can be found. The symbol for the road east of the intersection of the 210 and 15 freeways have been upgraded from a single line to double line to denote completion of another portion of the 210 freeway.

Other changes include the following, which were submitted in October by the Airspace Users Working Group (AUWG):

1. Palos Verdes Alert Area has been changed from "Intensive Flight Training" back to "Intensive Flight and Aerobatics Training", affecting both the nav and flyways sides of the chart
2. The VFR Waypoint flag symbol and the text at the Mulholland/405 intersection in the Sepulveda Pass has been replaced by the four-point star VFR Waypoint symbol. The 5-character VFR Waypoint unpronounceable name, VPLSM, remains. Change affects both the nav and flyways sides of the chart.
3. The Sepulveda Pass has been given a more visible visual checkpoint at the Getty Center on both the nav and flyways sides of the chart.
4. The Santa Clarita visual checkpoint has been deleted on both the nav and flyways sides of the chart, as it had become obsolete by the encroaching development in the area.
5. The Los Angeles VFR Waypoint panel shows a blank in lieu of the Visual Checkpoint name, "Mulholland/405 Freeway," leaving the VFR Waypoint information.

Check your flight cases: make sure you have the new most current Los Angeles TAC chart.

JANUARY SPECIAL - SAVE \$6.00 PER HOUR ON N724SP! For all flights returning before 4:30 on JANUARY 31st, 2007!

2006 WAS A BUSY YEAR!

Last year Long Beach Flying Club, Flight Academy and Air Charter flew nearly 9300 hours! Reported to the front desk: 46 students soloed, 31 students received their private pilots licenses, 15 achieved an instrument rating, 9 achieved a commercial license, 7 multi-engine rating were completed, (one private and 6 commercial). There was one pilot who achieved a CFI rating and one pilot accomplished a MEI rating. Eight flight instructors took their annual APT checkrides.

Long Beach Air Charter had one successful recurrent checkride and Mike Ford passed his recurrent 135.340 checkride with the FAA. The department continues to do regularly scheduled flights to San Clemente Island.

In the Part 141 program, Jaeseong Oh passed his FAA checkride to become Part 141 Chief Instructor single-engine and multi-engine.

Two club pilots moved up to corporate flight departments. Four club pilots were hired by commuter air carriers. Two club alumni moved from a commuter air carrier to a major air carrier. One club alumni upgraded from copilot to captain of a commuter air carrier. One club pilots accomplished an upgrade to Captain for commuter air carriers. One club alumni received a type rating in a citation and moved from a commuter air carrier to a corporate flight department.

All departments were very, very busy in 2006 and we look forward to a busy year 2007!

CHECKLISTS & PREFLIGHT by CHARLIE ZABINSKI #425

When you start a preflight check, even if it is the 4th time the airplane has flown that day or if it is your own personal plane, it's wise to do a complete preflight with an approved POH checklist from the airplane to be flown. Make your preflight the same every time, in the place you start, the direction you walk around the airplane, as you are using your checklist. This procedure will become routine, and if you are out of place, the red flags will come up, noticing that you are not to be at this location on the checklist. Say each item of the checklist out loud. This will ensure that you have said, heard and checked that item on the checklist.

If a passenger asks questions or wants to help with the preflight, decline their request with a "one moment please," get to the end of a checklist section, then explain the decline for the help and then answer the questions. now you have a positive place to resume your checklist .

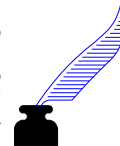
after the preflight checklist is finished step out in front of the airplane and take an overall look at the attitude of the airplane, is it sagging to the left or right? is the nose low? is there something that looks out of the ordinary? It's said, "You can miss the forest because you are looking at the trees"

Give a good passenger briefing on seatbelts and shoulder harness as stated in FAR 91.107. This would be a bad thing to get asked on a ramp check, as simple as it might seem. Explain to the passengers before starting the engine, the concept of a sterile cockpit during taxi, takeoff and climbout . This will ensure them that you are focused and thorough with your procedures not jumping around and missing something. You will look professional and the passengers will feel safer knowing you took the time and were not rushed.

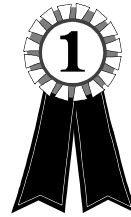
When we read the different reports of the accidents from the NTSB, everyone always says, "What were they doing during their preflight check?"

Lets all do a good preflight with an approved POH checklist.

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ACCOMPLISHMENTS



Satoshi Sakamaki	Solo	C152	CFI Jae Chung
Sunil Tandon	Solo	C152	CFI Richard Garnett
Jim Crofoot	Private	C172	CFI Jack Bashford
Erik Degernes	Comm Multi	Seminole	CFI Jaeseong Oh
Erik Degernes	Comm SE	Archer	CFI Jaeseong Oh
Rene Garcia	Commercial	C172RG	CFI Richard Garnett

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for December, logging the most hours of dual given in club aircraft! Runner-ups were JAE CHUNG and PAUL RAYMOND! **TOP GUN AWARD** goes to SUNIL TANDON for logging the most flight hours in club aircraft in December. Runners-up were SATOSHI SAKAMAKI and GABRIELLA WASMUND!

We have received recent reports that warrant CONGRATULATIONS to three club alumnus on their new jobs: JAMES HARVEY has been hired by SouthWest Airlines as a B-737 first officer; ANDY BHARATH is flying for SkyWest as Captain in the CRJ; KENNETH ODEH is flying as First Officer in the CRJ for Pinnacle.

A SLICE OF HISTORY

LGB gets an occasional visit from cargo charter flights using the Antonov An-124; just this past summer loading and off loading equipment for Boeing/Sea Launch. The An-124 has a (literally) huge place in history. Designed by Oleg Constantinovitch Antonov in 1982, the An-124 introduced several technical solutions, very risky for that time.

In particular, a supercritical swept wing in such category of aircraft was used for the first time in the world practice. Wide application of composites was one of ways to achieve an improved weight-to-payload ratio. Generally, the Model An-124 Ruslan turned to be an exceptionally successful design. The highly successful Model An-124, the world's largest production aircraft, first flew in 1982 and was a fitting crown to Oleg Antonov's brilliant career. It set thirty records (totally, as of the end of 2005, Antonov Design Bureau established 483 world records, including 378 unbroken records). The Model An-124 Ruslan was the last program directed by Antonov personally.

Antonov, in his last speech addressed the personnel of his Bureau, "Further we can advance only through some kind of a revolutionary process, developing new ideas. As you know, there are no limits for novel technologies."

Oleg Antonov was born on February 7, 1906 near Moscow, Imperial Russia and died April 4, 1984 in Kiev, Ukrainian SSR.

Source: Larned, Thomas A., "Aviation Personalities", 2006.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to **CHARLIE ZABINSKI** for the help with this newsletter!

REG UPDATE: The paragraph regarding the piloting of aircraft has the following addition: over water flights more than power-off glide distance from shore are prohibited. flights below 1,000 feet are prohibited unless for takeoff or landing.

MERRY CHRISTMAS HOLIDAY BUFFET -- Club pilots, family and friends turned out for our great Christmas party -- thanks to all who brought their favorite treats to share!

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

NOTAM: 2007 Long Beach Flying Club calendars are available at the club for a limited time for \$11.95; \$2.00 from each sale will go into our pilot scholarship fund.

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@lbflflying.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!!!

NEW & REJOINED CLUB PILOTS! WELCOME!



- Brian Ringel
- Ham-Seung Bum
- David Locke
- Jeffery Cooper
- Jack Isaac
- Kevin Chang
- Alex Castillo
- James Reader
- Dean Hackbarth
- Jordan Vaughan

HAPPY JANUARY BIRTHDAYS



- Linda Amaya
- Arnel Andrada
- Bill Bell
- Richard Brown
- Alex Castillo
- James Cox
- Richard Dach
- Homer Davis
- Erik Degernes
- Henry DeRusha
- Kyle Detch
- Christopher Flores
- Thomas Gibbons
- Kenneth Graham
- Ron Haehn
- Daniel Jenkins
- Henry Jenkins
- Ryan Kam
- Yoshihiro Kameue
- Phillip Margolis
- Jeff Muhle
- Kevin Nguyen
- Andrew Pluma
- Thomas Quinci
- Paul Raymond
- Thomas Runge
- Mike Sampson
- Brian Sheehy
- Cole Standish
- Robert Sulahian
- Darren Sylvester
- Dom Tallarita
- Robert Weebe
- Harry Williams

January 18: "VFR Chart Smarts" -- This two-hour course is designed by experienced chart users and pilots for entry and graduate level pilots. At 7:00 PM at AirFlite. Contact LGB FSDO: 562.420.1755.

January 19: "Instrument ChartSmarts -Understanding IFR Charts to Save Time, Money and Sometimes Lives!" At 7:00 PM, location: John Wayne Airport Administration Building, 3160 Airway, Costa Mesa, CA 92626. Instrument ChartSmarts will include discussions about approach plates and their symbols, using the Volpe approach plate format, the Electronic Flight Bag as well as RNAV, WAAS and LAAS Developments. To view further details and to register for this event: <http://www.faa.gov>. The sponsor for this event is the National Charting Office and the LGB FSDO.

January 31: 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 **January!**

February 28th & March 28th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.

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