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SEPTEMBER 2007

HAPPY VETERAN'S DAY!

EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP WITH THE AIRSPACE?

At press time there has not yet been a decision from the Southern California Airspace User's Working group regarding support (or lack thereof) of the FAA's proposal to implement CLASS C AIRSPACE at LGB. Like baseball's Yogi Berra used to say, "It's déjà vu all over again."

At the February 2007 AUWG meeting, Walter White, SoCal Tracon manager, began discussion regarding Class C airspace for LGB, due, in part, to JetBlue's reaction to TCAS events on arrival and departure to Runway 30. JetBlue flights at Burbank have a higher rate of TCAS alerts but as those are within Class C airspace, LGB was given priority.

Today, general aviation pilots have much more sophistication with the radio than years past. Ability to jump through the communication hoops required to operate in and out of Class C airspace isn't the problem. My major issue against Class C airspace at LGB is the ability of controllers to manage the higher demand of additional services required. Today, pilots departing VFR out of Long Beach are asked (not required) to contact clearance delivery so that controllers can start a "strip". The controller then has 3 words to say, "N-number, contact ground." Under Class C, the pilot must receive a clearance, then read it back. Even with a minimal clearance, the time taken on the frequency could increase to 30 words, or ten-fold the time occupying the frequency. In the last 6 months, tower service has suffered due to a shortage of tower staff. General aviation access to the air traffic system encountered extended delays, held outside the Class D and on the ground until manpower became available. Yet, the weekend of August 11-12th, 2007, access to the system was denied, even though tower was fully staffed. Class C plans would add *only two additional tower controllers*. Tower is open 17.5 hours per day, 7 days per week, for a total of 122.5 hours. The additional two controllers would put less than one additional controller on duty at any one time. In the past, LGB has had many more flight operations to control. However, with the implementation of LAHSO and TIPH (restrictions on Land-and-Hold-Short-Operations and Taxi-Into-Position-and-Hold-Operations), to name just two time-consuming operations, the tower's personnel and physical dimensions are approaching saturation. SoCal approach plans to add *no additional controllers* if Class C is implemented at LGB. A conservative guess would be that VFR pilots that routinely attempt to request communication with SoCal, without Class C at LGB, are told to stand-by once for every 5 attempts. Under Class C procedures, communication must be established before entering the airspace. I envision aerial gridlock.

In 1991, the FAA proposed an ARSA for LGB, the previous terminology for Class C. After nearly 2 years in the works, the Notice of Proposed Rule making (NPRM) was rescinded: "In light of the comments received, it was concluded that the

(Continued on Page 2)

SAFETY TIP OF THE MONTH by Phil Barton

I'm not sure about most of you pilots, but I am a strong advocate of doing things the easy way in the cockpit while flying. By this, I mean using "Rules of Thumb" rather than trying to figure out some mind-boggling calculation. These rules are not exact, but they are usually good enough for government work. They will, in addition, give you more time to look out of the airplane rather than looking in the cockpit trying to figure something out.

In a recent AOPA Pilot magazine, Barry Schiff wrote an interesting article entitled "Density-altitude discussions." In the article he explains how to use a "Rule of Thumb"; quickly calculate in your head the density altitude of any airport. I will attempt to summarize what he wrote.

To figure out the density altitude of an airport, you first have to calculate the standard temperature of that airport. To do this, you have to decrease the temperature by 2 degrees Celsius (or 3.5 degrees Fahrenheit) per 1,000 feet of altitude that airport is above sea level. The standard temperature at sea level is 15 degrees C or 59 degrees F. For example, if the airport you are flying to is at 6,000 feet MSL, you must reduce the standard sea level temperature by 12 degrees (6 x 2 degrees) C or 21 degrees (6 x 3.5 degrees) F. The standard temperature of that airport, then, would be (15-12)=3 degrees C or (59-21)=38 degrees F.

The next thing you have to do is apply the "Rule of Thumb" described in the article. This rule says that an airport will increase its density altitude by approximately 100 feet for each degree C above its standard temperature, and approximately 60 feet for each degree F above its standard temperature. For example, let's say that the above airport, which would be at 3 DEGREES C (38 degrees F) on a standard day, is actually at 32 degrees C (90 degrees F) on a hot summer day. This means that the airport is 29 degrees C (52 degrees F) above standard temperature. Therefore, using the rule of thumb, the density altitude of the airport in question is approximately 9100 feet: (29 DEGREES C x 100 feet per degree) + 6000 feet = 8900 feet or 52 degrees, 60 feet per degree.) + 6000 feet = 9120 feet.

In the article Barry Schiff states that, "because of the precise effect of humidity involves complex calculations and is difficult to determine, pilots can compensate by raising the density altitude calculated by rule of thumb by 1,000 feet on hot, humid days and decreasing calculated performance by a new conservative fudge factor of 10 percent. This accounts only for power loss because of humidity."

Adios & fly safely.

CLASSROOM CORNER HANK SMITH

"Mankind has a perfect record in aviation; we never left one up there!"...Anonymous

The entire Velez family; Wilson, Wilma, Bernarda and Camila are set to graduate from our "continuous" Private Pilot Ground School. That means there will be seats available as soon as Tuesday, September 25th. As they say on The Price is Right . . . Come on down!

Interest is building for the Instrument Ground School. We're looking at an eight week structure, two nights a week (Monday and Wednesday), starting about mid-October. More details on the way. Call me-let me know of your interest, so we can get this thing off the



HANK SMITH'S CLASSROOM CORNER

CONTINUOUS PRIVATE PILOT GROUND SCHOOL
Tuesday and Thursday 6:30 to 9:30 PM
Students Start Anytime

SUBJECTS INCLUDE: Airspace, Aviation Charts, Radio Operations & Navigation, Meteorology, Weather Services, Aircraft Performance, Flight Planning, Weight & Balance, Regulations & Publications, Physiology & Testology, A/C Components & Aerodynamics

Full course - \$295

Includes Text & Workbook, Class Materials and Book Bag
"Sit in" on the subject of your choice. -\$20 per class

Wanna spend an afternoon with a worn out pilot examiner- to make sure you're ready for that FAA Check Ride? You'll find "You know that you know" or possibly avoid the embarrassment of a failure. Either way, it will be worth the effort.

Instructors... Thank you for embracing the "Let's Talk" concept. The subject of our discussion at the November CFI meeting will be Airspeeds. Let me know your favorite subjects for future meetings.

THOUGHT FOR THE DAY

"The whole problem with the world is that fools and fanatics are always so certain of themselves, and wiser people so full of doubts."

Bertrand Russell

I'm sure of it . . . **Hank (562) 424-2288**

ACCOMPLISHMENTS

KEVIN GRUS	SOLO	C-152	CFI CODY PIERCE
DAVID JANKO	SOLO	C-172	CFI PAUL RAYMOND
ANGELA YOON	SOLO	C-152	CFI RICHARD GARNETT
AJAY KAUNDAL	PRIVATE	C-152	CFI CODY PIERCE
MIKE SEYMOUR	CFII	WARRIOR	CFI JONG SIN SUN
MIKE SEYMOUR	CommMulti	SEMINOLE	CFI JONG SIN SUN
CODY PIERCE	APT	C-152	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 DANIEL SANTOS and JAESEONG OH!



TOP GUN AWARD goes to ANAK LAL for logging the most flight hours in club aircraft in August! Runners-up were RAHUL BANSODE and KYUNG YOO! Congratulations to several club alumni are in order: GREG STEUBS is now a captain on the ERJ 145 for American Eagle. He was previously on the Saab 340, and before that he was with Southeast Delta Connection as an EMB-110 First Officer. ANDY BHARATH, a club pilot from 1991 to 1994 recently completed training for Omni Air International as a DC-10 First Officer. He was previously with SkyWest as a CRJ Captain. TREVOR SCHOONOVER has been hired by JetDirect as a King Air 200 Captain — an impressive career path, having soloed in January 2004.

(Continued from page 1) establishment of the Long Beach ARSA would increase the overall airspace complexity in the Los Angeles Basin. Currently, Los Angeles Basin airspace is composed of 1 terminal control area, 6 airport radar service areas, 25 control tower facilities, and 4 military facilities. The amount and complexity of this airspace dictate a need to modify the entire Los Angeles Basin airspace to make it more compatible with the increasing amount of general aviation and air carrier activity. The NPRM is being withdrawn by the FAA because future rulemaking is planned for a comprehensive redesign of the airspace in the Los Angeles Basin. This future rulemaking would relieve congestion, reduce complexity, reduce controller workload, and make the airspace more compatible for both instrument flight rule and visual flight rule users in this region."

If we ignore the history, we are doomed to repeat it. But as Yogi also said, "It ain't over 'til it's over."

NATIONAL AIRSPACE SYSTEM - WHO PAYS? From overtheairwaves.com

In what is one of the best editorials on the subject of user fees, Aviation Safety Magazine editor, Jeb Burnside, succinctly tells it like it is. The airlines pay essentially nothing for their use of the national airspace system.

Writing in the September, 2007 issue of Aviation Safety Magazine, Burnside reminds us that the airlines received \$15 billion in direct grants and loan guarantees from the federal government in the days following the September 11, 2001 attacks. Thus far, only \$130 million has been paid back.

Yes, the airlines do pay 4.3 cents a gallon of jet fuel used in federal excise taxes, but they turn around and deduct this amount from their corporate income taxes. Then there is the 7.5% tax on their ticket price, plus any applicable segment fees. Remember, however, each passenger pays this tax . . . not the airlines. Sure, there are landing fees, gate-lease fees, and other airport use charges, but these charges are paid to the local municipalities owning and operating the airports, not to the federal government.

Are airlines paying an unfair share?

So who is paying for the federal government's massive investment in the ATC infrastructure, nav aids, and airport improvement operations? Is it the airlines?? Not by a long shot. Actually, not at all!

It is you and me . . . the taxpayer. And if the airlines get their way, they'll see to it that general aviation makes up the difference through user fees!

NOW is the time to contact our U.S. House and Senate representatives. They will be voting on this matter very, very soon!

TAKE ACTION: THREE WAYS YOU CAN HELP BEAT USER FEES from AOPA.org

The greatest strength in the FAA funding debate is you. We have three ways you can help right now defeat user fees. First, e-mail the CEO of US Airways, Douglas Parker, (douglas.parker@usairways.com) to voice your complaint against the airline's recent e-mail to its frequent fliers advocating a "surcharge," or what AOPA calls a user fee. Second, sign AOPA's petition (https://www.aopa.org/faafundingdebate/petition_form.cfm) against user fees, and e-mail a friend now, urging him or her to sign. Third, share AOPA's message by wearing our Stop User Fees T-shirt, available from Sporty's. The T-shirts are being offered in response to demand from members who first saw them at AOPA's Big Yellow Tent at Oshkosh. Wear your T-shirt to local community meetings with your congressman or senator. Strength comes in numbers-so join AOPA as we continue this fight against user fees.

Right now, Congress is debating proposals that could cost us money as pilots. So I have signed the AOPA petition against user fees and higher avgas prices. You should sign it too. For details and to add your name to the petition today, go to https://www.aopa.org/faafundingdebate/petition_form.cfm.

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

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

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!!!

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%.

NEW & REJOINED CLUB PILOTS!



WELCOME!

Kelvin Kapya

David Uim

Richard Dash

Robert Labash

Joseph Maberto

Rocus Uzun

Ryan Davis

Thomas Clarke

Benjamin Laack

Lois Callebert

Jennifer Bonilla

Fernando Cautoran

Bruce Glass

Myeong Kim

Christopher Kirchner

HAPPY SEPTEMBER BIRTHDAYS



- BRET BEDARD
- ERNESTO BRAZA
- KENNETH BROWN
- KEVIN CHANG
- GANESH CHOUDARY
- JASON CLOUD
- HELEN CRANZ
- MARK CRAPNELL
- MARK DAVIS
- MICHAEL DOMINO
- GARLAND
- EKENSTAM
- BRIAN FISHER
- JOHN FRANCIS
- GARY FRANKENSTEIN
- RYAN FRANS
- JASON FREEMAN
- GIOVANNI GOMEZ
- DAVID JANKO
- KIMBERLY KELLY
- HAROLD LEICHER
- JOHNNY LIN
- JOHN MAHANY
- MICHAEL MELTON
- ADENUGA
- OKUNUGA
- CHUCK RICE
- BRIAN RINGEL
- SANTIAGO SARABIA
- KIRK SAVAGIAN
- STEFAN STEINBERG
- HANK SURFACE

September 26th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.
September 29th-30th: USN Blue Angels & Canadian Snowbirds, Salinas, CA.
October 6th: Monthly Event @ Chino Airport -- Naval Air Power ~ Featuring the F4U Corsair. Weather permitting, flight demonstrations. Seminar 10am to 2pm. Contact Air Museum - 909.597.3722 or www.planesoffame.org.
October 13th-14th: USN Blue Angels & USA Golden Knights MCAS Miramar.
October 24th: 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!

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