



WE FLY WITH CARE ....

# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



*Teaching the world to fly!  
With all the aircraft you need from the first flight hour to an airline job and everything in between!*



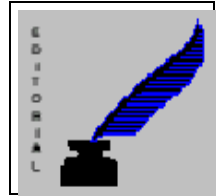
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**MAY 2010**



**EDITOR CANDY ROBINSON**



## WHAT'S UP? AOPA SUMMIT 2010 AT LGB!

Mark your calendars for November 11th through 13th for the annual AOPA Summit!

City officials have pledged to work with AOPA to make Aviation Summit 2010 a resounding success for pilots and the local area. AOPA President Craig Fuller met with Long Beach Mayor Bob Foster and other city officials to discuss plans for Aviation Summit. Fuller explained the importance of general aviation and the value that it brings to the city.

Aviation Summit 2010 is shaping up to be the blockbuster event of the GA community. Exhibitors will pack the Long Beach Convention Center, dozens of aircraft will be on display at Long Beach Airport, and AOPA Live will be broadcasting events in real time online for folks at the show and at home to enjoy the festivities. Registration for the event will open April 30. Watch for opportunities for volunteers!

**QUIZ:** At 4500 feet within the Special Flight Rules Area heading northwest-bound directly over LAX, your instructor simulates a diversion to an alternate airport. Is it permissible to descend to 3500 and head southeasterly towards Torrance? For the answer, see page 2.

## SAFETY TIP OF THE MONTH by PHIL BARTON

In a recent aviation article, Gary Wiblin, stated that he always enjoyed flying with a pilot who trained on tail draggers. This was because these pilots were vary aware of the rudder-especially when flying a tail dragger. Incorrect use of the rudder, he stated, can lead to a serious accident on landing or takeoff.

Correct use of the rudder is required in any type of plane you are flying. An example of neglected rudder use is when flying in mild turbulence. Actually, in any type of turbulence, there will be a fluctuation in the angle of attack on each main wing. This fluctuation will not be equal on each wing necessarily, so as the angle of attack increases briefly on either wing, there will be an increase in drag on that wing. This will cause the plane to yaw to the left and then to the right. Most pilots will not attempt to correct the situation with the rudder, but this is wrong.

The rudder should be used at all times and must be seen as an accessory control to the ailerons. When you apply left aileron you should apply left rudder, and when you apply right aileron you should apply right rudder. The rudder must be used at all times in conjunction with the ailerons. This may seem basic, and it certainly is, but many pilots I've flown with have forgotten this basic principle.

So why do we need to use the rudder all the time in conjunction with the ailerons? The reason is for something you have heard many times before- adverse yaw. For example, say you move the control column to the left. The left wing aileron will move up and the right wing aileron will move down. The right wing chord line has now moved. The chord line is an imaginary line joining the leading edge of the wing to the trailing edge. In our example the trailing edge of the right wing has, in effect, moved downward, increasing the effective angle of the chord line to the relative airflow. In this case, since angle of attack is a function of

Cont. page 2

## CLASSROOM CORNER . . . . . HANK SMITH

### COLLISION AVOIDANCE

When the subject of "Collision Avoidance" comes up, our thoughts invariably turn to "techniques". What pilot actions are needed? And, how to execute them? Ah, but there's the rub... Just swinging a bat doesn't insure a home run, or even a hit. The prowess of a batter and the ultimate safety and professionalism of a pilot are both tied up in one thing--"preparation". I'm not known as a serial article-ist, but today's subject is too important and has too many details to be edited into a single article. So, this time we will cover --Preparation --- Techniques will be discussed next time. There are three areas in which to prepare -- Yourself, Your airplane, and, Your "work space". The FAA offers the acronym, IMSAFE, as a guide for pilots preparing to fly.

I -- Illness -- Am I physically healthy to fly?

M -- Medication -- Am I taking prescription or over the counter medicine? Many times we overlook the effects of "cold" remedies or "comfort" medicines.

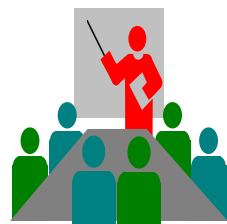
S -- Stress -- There's a stress -- (A little tension helps us pay attention), and, there's distress which can be debilitating.

A -- Alcohol -- Forget the Bottle/Throttle Rule. Effects are multiplied by altitude and extend way beyond eight hours.

F -- Fatigue -- Am I well-rested and mentally alert?

E -- Eating -- Have I eaten properly? (Goes to blood sugar), Does NOT include Doughnuts.

Whereas implementation of the IMSAFE process is employed just before a flight, true preparation to fly collision free begins in the classroom, where we learn subjects like Air Spaces, Airport Traffic Patterns, Weather and Weather Services, and Federal Aviation Regulations, just to mention a few. These concepts become tools to be applied to safe flight. (I am happily available to discuss the merits of classroom study).



**HANK  
SMITH'S  
CLASSROOM  
CORNER**

How can your airplane help you avoid a collision? Mostly, by becoming more visible. 1. A clean airplane better reflects light, making it easier to see. 2. Take the time to "polish" your windshield (and side screens) before every flight, increasing your ability see other aircraft. 3. The FAR's require an operational "anti-collision light". If you also have strobe lights. Use them When airborne. 4. Turn your landing light "ON" when operating near an airport or congested airspace. 5. Aircraft position lights offer minimal presence in the daytime (but, it couldn't hurt).

Finally, let's talk about your "workspace".... Organize your cockpit for efficiency and to facilitate minimum "internal" activity. Such things as pre-folded charts, frequency lists, calculators and plotters etc. placed strategically to eliminate the need to "look" for things inside the cockpit. Now you're ready to "pay attention" to things outside.

Next time we will have a pro-active discussion all about Collision Avoidance Techniques...

New Private Pilot Ground School Tuesday/Thursday evenings, beginning June 01...

Call for information: 562-424-2288

.....Hank



ACCOMPLISHMENTS			
SIMON KWASNY	SOLO	WARRIOR	RICHARD GARNETT
ANDREW HAYWOOD SMITH	SOLO	C-172	RAND STERRETT
JORDAN MANTEY	SOLO	C-172	RAND STERRETT
GENE COCHORAN	SOLO	WARRIOR	TOMAS MARTINEZ
RYAN ROBINSON	PRIVATE	WARRIOR	CODY PIERCE
ANUSHLA DESILVA	PRIVATE	C-152	RICHARD GARNETT
ROBERT GRIGGS	PRIVATE	C-152	TOMAS MARTINEZ
DANNY KEMMETT	PRIVATE	WARRIOR	TOMAS MARTINEZ
RUDI LIMICH	COMM	C-172RG	MONTY GROUTAGE

CONGRATS to DAVID KIM, top CLUB CFI for April, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and RAND STERRETT!  
 TOP GUN AWARD goes to JUNGKU LEE for logging the most flight hours in club aircraft in April. Runners-up were JOE HAMILTON and RUDI LIMICH!!!  
 CONGRATULATIONS to RICHARD GARNETT and RYAN DAVIS on their successful checkrides to attain the positions of Chief Pilot and Assistant Chief Pilot, respectively, of our Part 141 certificate!

Cont. from page 1 the chord line and relative airflow, it can be seen that the angle of attack has been effectively increased on the right wing. This causes the lift to increase on that wing, and with any increase in lift, we know that we always get an increase in drag. Therefore, since the right wing aileron has been deflected downward, there is an increase of drag on that wing. This is the force that would cause the aircraft to roll left, but yaw right, due to the increase drag on the right wing. This is call adverse aileron yaw.

In your next flight in turbulence try adding a little rudder. You just may enjoy your ride a lot more. Adios, and fly safely.

**SPRING BASH BBQ** -- Club pilots, family and friends turned out for our great BBQ -- thanks to all who brought their favorite treats to share! A special thank you to Tim Friedlander for bringing his fantastic Friedlander Rootbeer Floats!

**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!

**MORE THANKS** to Richard Flores for his help in the hangar last month!

**ANSWER TO QUIZ:** No, climbs and descents are not permissible, "Aircraft navigating [in the SFRA] ... SHALL be in level flight."

**CALENDAR**

May 22	Fullerton, CA. Fullerton Municipal Airport (KFUL). Fullerton Airport Day: Fly'n Float Festival. Airplane & Helicopter rides, Coast Guard Helicopters & Boats, Vintage Aircraft and Military Equipment Displays. 10:00am - 4:00pm.
May 26	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 inspiration and education!
Jun 5	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
Jun 6	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org.
Jun 12	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show. www.flabob.org.
Jun 19	Santa Monica, CA. Santa Monica Airport (KSMO). California Aircraft Expo. California's leading aircraft manufacturers and dealers are working together to create the first ever California Aircraft Expo where the latest models of general aviation aircraft will be on display at one venue. Three separate events are scheduled to take place over the remainder of the year where prospective buyers can see the newest aircraft from Beechcraft, Cessna, Cirrus, Mooney and Piper. Contact: http://www.californiaaircraftexpo.com.
Jun 20	Jun 20 — La Verne, CA. Brackett Field (POC). Father's Day Antique Aircraft & Car Display. Aircraft/car display; fly ins welcomed; historical sign off; Biplane rides; restaurant on site. Bring dad. Free event & parking. Contact Yvonne, 626-576-8692.
Jun 22 & Jun 23	Mark Your Calendars! Plan on attending both nights of the FAA airspace meetings to discuss the "Establishment of Class C Airspace at Long Beach and Revision of the Santa Ana (John Wayne) Class C Airspace Area." Comments on the proposal will be due by July 31, 2010. Class C airspace at LGB would create a wall from Dana Point to Magu. We will be letting them know our alternatives to Class C!
Jul 28	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 July!
Aug 21	Glendale, CA. Friends of Aviation Flight Festival. Friends of Aviation is putting on a huge event this summer in coordination with the City of Glendale to celebrate 100 years of Aviation in Los Angeles. The day will be full of displays of aircraft, helicopters and flying cars and entertainment and activities for the whole family. There will be something there for everyone. Learn more about the event on our website http://www.flightfestival.org Contact Ari Ibarra, 818 836 1127.
Nov 11-13	AOPA Summit here at LGB. Static displays, and lots more. www.aopa.org/summit/

**NEW & REJOINED CLUB PILOTS! WELCOME!**



LILLIAN COLONELLI

SHRIKANT DEOKAR

JOE HAMILTON

MARIA MACIAS

ERIC OWENS

SHRAVAN PUOLU

NIKHIL SETHI

ROHAN SIDHU

HAYWOOD SMITH

CAMERON STEPHENSON



**HAPPY MAY BIRTHDAYS**

BRANDON ABREGO

MAHER ALZABEN

WILLIAM AZZALINO

SUSAN BAKER

ERIC BURGER

FRANKLIN CASTILLO

DAVID CURTIS

CHRIS DOLAS

TIM ENGEL

GARY FAURE

RICHARD FLORES

ROGAN GIRARD

DAVID GLENDAY

MARVIN GRANGER

CALVIN KALBACH

KELVIN KAPYA

HEE SUE KIM

NICK KLUBNIKIN

CAROLINA MARIN

DAVID MANOUKIAN

CODY PIERCE

ROBERT RIFFLE

JOHN RINGEL

MALCOLM ROBERTSON

NIKHIL SETHI

WILLIAM STROUD

MATTHEW TAGGART

DON TERRY

MIGUEL TORO

TRAVIS TYLER

PHONG TUAN VU

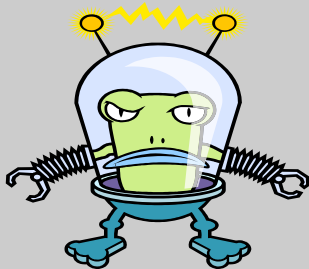
DAVID WILCOX

*Friday is a new moon . . .*

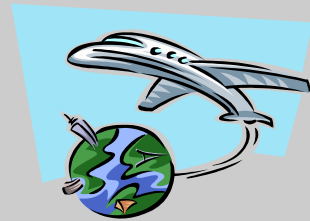


## *LUNAR SPECIAL!*

*Beginning May 12th, until the new moon on May 14th (internet special: through May 16th), put \$1,000 on account and get an extra \$100 credit on your account!*



## *HAPPY FLYING!*



*The small print:  
Account must be paid off (no monies owed), aircraft will be charged the cash rate, and in the event any refund is requested the \$100 credit will be rescinded. For advances using cash, check, or travelers check, aircraft will be charged the cash rate. For advances by credit card, aircraft will be charged at the credit rate. Sorry, retroactive not available! Limit one per pilot!*

*To the New Moon and Beyond!*

ORDER TODAY! Long Beach Flying Club Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, or X-large. We also have hooded sweatshirts in black or gray. We'll need your choice of color and size when you call us at 562.290.0321 with your credit card number. Download from [www.LBFlying.com](http://www.LBFlying.com) or Email [shirts@Lbflying.com](mailto: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.

We stock a host of aviation books, shirts, charts, and other pilot supplies, along with aviation-themed Christmas tree ornaments, mugs, clocks, . you name it!

### **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!

### **DISCOVERY FLIGHT**

\$89 for one, two or three in a C172 or Warrior  
*Fly with an FAA Certificated Flight Instructor - you fly the aircraft!*

### **AERIAL TOUR OF LA'S FAMOUS LANDMARKS**

\$195 for a 60 minute tour for 1, 2 or 3 people

**HOLLYWOOD TOUR:**

Dodger Stadium \* Hollywood Sign \* Beverly Hills \* Getty Center \* Palos Verdes \* Queen Mary