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APRIL 2008 NEWSLETTER **GRAND PRIX MONTH!** **EDITOR CANDY ROBINSON**

EDITORIAL



WHAT'S UP: LGB AIRSPACE UPDATE

The Southern California Airspace Users Working Group (AUWG) has shelved the Class C airspace design for Long Beach Airport (LGB) and is now working on a combination of changes to LAX Class B, SNA Class C and LGB Class D to reduce the number TCAS events which airline flights are reporting on departure from and arrival to Long Beach Airport (LGB). In "There Is Trouble In The Air Near Long Beach", AUWG Education Liaison John Ringel describes a TCAS event as, "When the TCAS (Traffic Alert and Collision Avoidance System) senses a threat, it warns pilots to the presence of other aircraft which may present a time critical threat. TCAS ... will deliver an aural message and visual cue to climb or descend away from the threat. This alert is called a Resolution Advisory, otherwise known as an 'RA'. Once the escape maneuver is completed, and the threat is cleared, the flight crew will return to their assigned altitude." ATC is then advised by the crew of the deviation.

In many cases Class B, C or D airspace can space out traffic, lessening the possibility of a TCAS alert. But LGB geometry, downwind 25L crossing over final approach Rwy 30, makes elimination of TCAS events impossible. LGB meets the FAA's criteria to be eligible for Class C airspace. However after several years in design, the AUWG finally concluded, there is no way to design a workable Class C airspace for LGB. Mapping circles as defined by traditional Class C overlap established B and C (LAX and SNA respectively) airspaces. Attempts using geographic landmarks have resulted in walls, shelves and narrow passageways of airspace that would diminish, not enhance, air safety. Class C-type airspace implementation was initiated in 1991 then withdrawn by the FAA pending a "redesign of the entire LA basin airspace."

The airspace group is now studying the feasibility of lowering LAX Class B airspace and raising the top of LGB Class D to 3,000 feet to contain high performance departures to the west, and extending SNA Class C to contain arrivals to Rwy 30 from the east. In theory it sounds good; however put a pencil (or a computer) to work and it becomes clear that there is not enough airspace to create restricted arrival and departure corridors for LGB.

The meetings of the AUWG have not been without controversy. GA representation on the AUWG has taken comments such as: "Grandfather FAA will step in and force airspace such that no flight training nor soloing can occur", or, "if we don't participate in making changes to our airspace, we can expect that someone else will impose changes onto the airspace without our input." Or, "with 3 million passengers LGB [actually] qualifies for Class B airspace."

And contrary to an opinion expressed at AUWG meetings, the light blue chevrons depicting "IFR departure routes" southbound between the 710 and 110 freeways is not restricted or special use airspace. Checkride applicants are chagrined to learn that 2,700' from Hawthorne southbound between the 710 and 110 freeways should be re-examined. Said one local pilot regarding

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SAFETY TIP OF THE MONTH by Phil Barton

For those AOPA IFR pilots who have a need for an instrument approach chart for a specific airport, and for those AOPA VFR pilots who need a quick way to obtain an airport diagram, there is a way to get both free. All you have to do is go online and visit AOPA's Airport Directory Online

(www.aopa.org/members/airports/ (http://www.aopa.org/members/airports/)). Simply type in the airport identifier in the quick search box, and then click on the U.S. Terminal Procedures link. You will be taken to a page with all the current instrument approach procedures, standard instrument departures, standard terminal arrival routes, and diagrams for your specific airport. You can print your favorite approach charts, airport diagrams, taxi diagrams, communication frequencies, runway information, to name just a few. The real benefit is that you can print out the most current airport approach charts for your flight, and it's all free!

Just remember, when you first sign up to obtain your specific information, you have to give your "Username," and "Password." Call AOPA @ 1-800-872-2672 for any questions you may have. Adios, and fly safely.

CLASSROOM CORNER HANK SMITH

"You are never given a wish without also being given the power to make it come true."

.....Richard Bach, (Author - "Jonathon Livingston Seagull")

The official First Night of our "Continuous Private Pilot Ground School" was Tuesday evening, April 1st. Remember, you can start almost anytime, so, Come on Down!!

The elusive Spring-Summer "Aircraft Dispatcher Course" is slated to begin on Saturday, April. 19th. This week-end course will continue until Sunday, July 27th.

Speaking of Start Dates.... The all new IFR class will start Monday evening May 12th. and will meet Monday/Wednesday evenings for about 6 weeks. You can sign up now and reserve your seat.

On a personal note....I'm proud to say I've been helpful to a number of students of all levels who were preparing for an upcoming Check-Ride, by providing one-on-one tutoring and/or a Pre Check-Ride Evaluation. If you have a check-ride coming up, call me-I'll be happy to help.

With all the student activity at Long Beach Flying Club, the inevitable has happened. A number of pilots have expressed an interest in a formal "Flight Instructor Ground School" I am tentatively looking at a 4 or 5 session CFI Course that would meet on Friday Evenings, beginning May 23rd.....More on this in the May Newsletter. In the meantime.....Call me - I'll tell you all about it.

Well - the Flying Club Classroom is fulfilling its' destiny. That of "A fully utilized classroom". To help sort things out, a "Classroom Calendar" has been posted on the Classroom Corner Bulletin Board, listing scheduled events. In between scheduled classes, the room remains available for student study and for CFI/ student tutoring on a first come basis. As always - If you have a special event, see Sue for approval to have the room reserved.

" People rarely succeed unless they have fun in what they are doing."

...Andrew Carnegie

Let's have some fun.....Hank



HANK SMITH'S CLASSROOM CORNER

ACCOMPLISHMENTS

TYLER DOKKEN	SOLO	C-172	CFI MIKE SEYMOUR
JESUS AGUILAR	PRIVATE	C-152	CFI MIKE SEYMOUR
DAN VUKOVIC	PRIVATE	WARRIOR	CFI RICHARD GARNETT
JIM MC NAMEE	PRIVATE	C-152	CFI RICHARD GARNETT
RENE FRANCO	PRIVATE	C-172	CFI JACK BASHFORD
DANNY BOWER	INSTRUMENT	C-172	CFI HARRY LEICHER
SEUNGHA LEE	COMM MULTI	SEMINOLE	CFI JAESEONG OH
SUNG JOON PARK	COMM MULTI	SEMINOLE	CFI JAESEONG OH
YEUNUK HUH	COMM MULTI	SEMINOLE	CFI JAESEONG OH
JACK ISAAC	COMM MULTI	SEMINOLE	CFI DALE CHOPPIN
STEFAN WOOD	ATP	SEMINOLE	CFI DALE CHOPPIN

NEW & REJOINED

**CLUB PILOTS!
WELCOME!**



- SHANE SELLERS
- ERNESTO VALDIVIESO
- MATT KAPLAN
- BRIAN WATERS
- JESUS CARRILLO
- EUGENE CHIP
- BALDONI
- INGEON HWANG
- NICOLINA HUNT
- HIDEMASA MIYATSU
- TRAVIS MARCIEL
- SEAN DRISCOLL
- DEXTER GRAY
- CHAK REDDY
- DANIEL BLEVINS
- JASON GROW
- ROBERT TRUJILLO
- GREGORY FOO
- KRIS PETERSON
- CHIRAG MUKHIA
- PAUL HERMAN
- ALEX ORLALE
- JOSHUA RIVERO
- ABRAHAM LORENZANA
- ALAN ORLALE
- MARC WINBURN
- JAE NAMGUNG
- RICK SHARP
- JONATHAN KINSEY
- ADAM BUNDLE



CONGRATS to RICHARD GARNETT, top CLUB CFI for March, logging the most hours of dual given in club aircraft! Runners-up were DANIEL SANTOS and MAYUKO ASAKURA!
TOP GUN AWARD goes to YOGESH DHOTRE for logging the most flight hours in club aircraft in March. Runners-up were ANDREJ LEJCZAK and MYEONG KIM!!!

(Continued from Page

the 710/110-freeway route, an aircraft wouldn't be "doing anything illegal but ... I think what you are telling me is that I should become familiar with the arrival and departure procedures for each airport that I fly next to. To me this is impractical because as a VFR guy I don't know what arrival or departures are in use at any given airport." Pilot programs and TAC chart changes are required to educate users of safer ways to circumvent LGB airspace. User attempts to promote safety programs have not been fully supported, yet the FAA office for LGB has not taken the initiative.

From the minutes of the May 2007 meeting, per the FAA, "LGB has long been qualified for class C because of the numbers of passengers flying from it. On that basis, the many TCAS alerts indicate a potential for a midair collision, which no one wants to see. To that end, they have tried everything to change the situation and nothing has been successful." Reports of 19 TCAS events per thousand operations have not been supported by two FOIA requests (freedom of information act) to the FAA.

My suggestion? 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. Additional controllers should be dedicated as soon as possible until we ascertain if the reported TCAS events will be reduced by an airspace change and are able to design an airspace to fix the problem.

MYSTERY SOLVED

Last month we posed, "In the chart bulletin section of the current A/FD, a 319' MSL (288' AGL) obstruction has been erected since publication of the LA Terminal Chart." The first one to respond with a plain English description (no lat/lon please) of the location of the obstruction was Sam Raymond (the "English" request must have caught his eye!) He will be awarded a LA TAC chart when the next revision is published. Thanks to all who sent in responses!

PRICING UPDATES

Beginning April 15th:
N2112F \$219.95/hr
N724SP \$120.95

Beginning May 1st:
LaserGrade knowledge tests \$100. The last LaserGrade price increase was February 2006. If you have a test coming up, try to take it before the end of this month.

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!

TWINS? If you have a twin bed mattress, box spring and frame in good condition that you'd like hauled away, we're looking for a few good twins. The duplex for our international students is coming along nicely and it would really help out the cause! Give a call if you can help!

ATTENTION ALL ALUMNI: Drop us a business card or an email, especially if you have a promotion or a new job, so that we can keep track of you! we'll add it to our collection!

ATTENTION PILOTS: Participation in the FAAs Wings Program will get you into our accomplishments column in our newsletter - plus your name will be immortalized in our Hallway of Fame at the club.

- April 19: Shafter, CA. north of Bakersfield, Warbirds in Action Airshow, Minter Field.
- April 19: Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.
- April 30: 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 April!
- May 3-4: Riverside, CA. USAF Thunderbirds demo team. March ARB.
- May 4: Santa Paula - 1st Sunday of each month, Antique cars Planes Hangers, Museum.
- May 17-18: Chino, CA. Planes of Fame Airshow. Ultimate Warbirds show.
- May 28: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.



**HAPPY
APRIL
BIRTHDAYS**

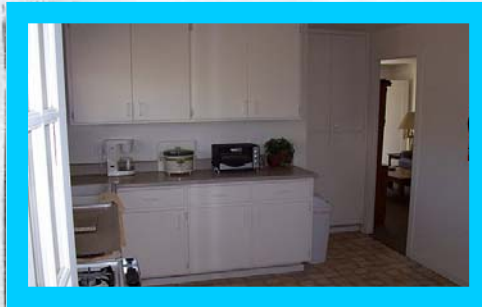
- William Armet
- Daniel Blevins
- Jae Chang
- Paul Claeysens
- Gilles Conti
- Mark Crawford
- Joel Davis
- Dwight Dennis
- Danon Frear
- Richard Garnett
- Paul Herman
- Joon-Tae Kim
- Larry Larkin
- Gary Lazenby
- Uri Levy
- Kevin Mendonca
- Jae Namgung
- Edward Pacheco
- Chanet Rattakunjara
- Daniel Santos
- Nicholas Taylor
- Lance Webb
- Ted Wheeler

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