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**MAY 2008 NEWSLETTER**                      **HAPPY MOTHER'S DAY!**                      **EDITOR CANDY ROBINSON**



**WHAT'S UP: WHY WE NEED THE 16/34 RUNWAYS!**

In our last several newsletters we have been following the Runway Safety Action Team Focus Group efforts to mitigate the complex runway geometry at LGB. Closing the 16/34 Runways is the next target. At press time it was looking bleak but we're not defeated yet.

However, as evidenced with the scores of signatures our petitioned drive collected late last year, LGB general aviation needs the 16/34 Runways.

The runways have only been available intermittently the last several years. Construction projects need alternate routes and the 16s have often been used as taxiways. Procedurally it is much different for GA to adjust transportation demands for the short term; but to close those runways permanently would be devastating. Once the decision is made to close the runways, we will never get them back.

Some of the reasons we need our sweet 16s:

- 1) The runway protection zones (RPZ) help limit the maximum height of adjacent structures north and south of the airport and helps limit unwise development adjacent to the airport
- 2) RSAT Focus Group windrose studies show that 99.5% of the year LGB light general aviation operations can be accommodated using Runways 25/7 and Runway 30/12 with a crosswind component of 10.5 knots or less. FAA only requires 95%; that is, if coverage were less than 95%, the runways probably would not be approved for closure. Using numbers from the Douglas Park Final Environmental Impact Report, State Clearing House No. 2001051648 Sept. 2004 Vol V, page 360. The report cites: 350,603 total airport operations in 2002, 93% of which are general aviation. It follows that 93% of 350,603 gives us 326,061 general aviation operations, or 893 operations per day. Taking 893 times 365 days per year times .5% is 1630 flights that would be affected by a crosswind component over 10.5 knots. Inserting a wild

cont. on page 2

**RUNAWAY FUEL PRICES**

-- Pardon the pun, but our AvGas prices have become downright volatile — prices have gone up every week over the past year. Thus, we will temporarily need to implement a fuel surcharge. Starting May 22nd, we will post the amount of the fuel surcharge (and fuel reimbursement) as shown on page 2. Thereafter, we will give you as much notice as possible (but we are not getting advised of increases either!) until the price of fuel settles down. There is some good news, however; we were notified the day before press time that there would be no insurance increase this year. That's something to celebrate!

**HYPOXIA AND AEROSPACE PHYSIOLOGY TRAINING** Submitted by Christopher Rosenfelt

Hypoxia - a state of oxygen deficiency in the blood, tissues, and cells sufficient to cause an impairment of body functions. It is one thing to read about Hypoxia in a book and quite another to experience it first hand. Thanks to a program administered by the FAA, in conjunction with Beale Air Force Base, I was able to experience Hypoxia first hand in a safe environment, and I now know what my specific symptoms are. First, I felt light-headed, followed soon thereafter by an inability to concentrate (some might say that I have that problem normally, but that's another story). This made it extremely difficult to complete the basic math problems that were presented to me by an Air Force instructor. The final symptom I experienced and the one that encouraged me to reach for the oxygen mask, was tunnel vision. There is only one word to explain tunnel vision.... Yikes! I would prefer to never "experience" tunnel vision again, but the experience did serve an important purpose, because now I am aware of my personal hypoxic symptoms. If I ever experience those symptoms while flying at altitude, I will now know what is happening and I can take immediate corrective action.

The program that I enrolled in is called Aerospace Physiology Training and is available to most civil aviation pilots that hold a valid medical certificate. The nearest training location to Long Beach is Beale Air Force Base (40 miles north of Sacramento) and the cost is only \$50. That includes a full day of interesting instruction on various topics such as Aviation Oxygen Equipment, Respiration/ Circulation, Spatial Disorientation and one hour in the altitude chamber. As a bonus you will see a lot of neat aircraft in action at Beale, plus you could fly there and add to your cross-country time!

To learn more about this program or to register for it, go to [FAA.gov](http://FAA.gov) and click "Pilots" at the top, followed by "Training" on the left side, and then "Airman Education Programs", and finally "Aerospace Physiology Training".

~Christopher Rosenfelt, [flynbuy@gmail.com](mailto:flynbuy@gmail.com)

**CLASSROOM CORNER** ..... **HANK SMITH**

"The most valuable and useful of all talents and abilities is that of never using two words or descriptions when one will do or suffice"  
Dr. Squid

So, it would be sensible and appropriate that I list and present my ideas and observations briefly and concisely. Oh Well.....Here's what's happenin'....



- ➔ IFR Ground School is meeting every Monday and Wednesday evening...
- ➔ PVT Ground School is meeting every Tuesday and Thursday evening...
- ➔ CFI Ground School is in development.....and...
- ➔ We are all getting ready for our LBFC CFI Meeting on Wed. May 28th....

By the way.....We always have a CFI meeting on the last Wednesday of the month, except when we don't....got that?

Speaking of classroom activities- the ultimate answer as to whether the classroom is available at any specific time lies in the "Classroom Schedule" which is posted on the Classroom Corner Bulletin Board. If you have an event you would like to hold in the classroom, (other than individual ground instruction), contact Sue to make arrangements to get your event on the official schedule.

**HANK SMITH'S  
CLASSROOM  
CORNER**

While I'm tooting - (my horn) - I'll mention that I am available to help students prepare for their FAA Check-Ride with a "Pre-Check Ride Evaluation." I can also provide individual tutoring. Just let me know what you need.

Good ideas are a dime a dozen, bad ones are free.....Doug Horton

At least mine are reasonable.....Hank

**ACCOMPLISHMENTS**

KIMBERLY FEDERIK	SOLO	WARRIOR	CFI RYAN DAVIS
DEXTER GRAY	SOLO	C152	CFI RYAN DAVIS
MICHAEL KANG	SOLO	C172	CFI RYAN DAVIS
ANDRE LEJEZAK	PVT	C152	CFI RICHARD GARNETT
CHANET RATTAKUNJARA	PVT	C152	CFI RYAN DAVIS
ANGELA YOON	PVT	C152	CFI RICHARD GARNETT
HOON CHO	INST	WARRIOR	CFI JAESEONG OH
HRISHKESH SHUKLA	INST	C152	CFI DANIEL SANTOS
CHRIS ROSENFELT	COMM SINGLE	C172RG	CFI CODY PIERCE
CARLOS FLORES	COMM MULTI	SEMINOLE	CFI CODY PIERCE
MAYUKO ASAKURA	MEI	SEMINOLE	CFI JAESEONG OH
TIM FRIEDLANDER	APT	WARRIOR	CFI JAESEONG OH

Congratulations to club pilot GREG MYERS on his new job as First Officer for Atlas in the B-747!  
 Congratulations to BRIAN WATERS on his new job as First Officer in the CRJ for Skywest! He will be based in Milwaukee, Wisconsin  
 Congratulations to CHARLIE ZABINSKI on his recent success with a Wings Program phase!  
**CONGRATS** to RICHARD GARNETT, top CLUB CFI for April, logging the most hours of dual given in club aircraft! Runners-up were CODY PIERCE and RYAN DAVIS!  
**TOP GUN AWARD** goes to MYEONG KIM for logging the most flight hours in club aircraft in April. Runners-up were ANDREJ LEJCZAK and STEPHANIE FUNSTON!!!

(Cont. from Page 1)

- guess of 1/2 of those flights diverting to local airports to wait out a change in wind conditions puts 815 flights per year back into the ATC system.
- More pavement available for emergency situations.
  - Two examples of pilots that should've asked for a runway change: "The student pilot landed hard, veered to the right of the runway, and struck a taxiway sign with the lower portion of the left wing strut. The pilot, on his fifth solo flight, had been approved by his flight instructor to practice landing-pattern work. Winds at the time of the accident were from 160 degrees at 9 knots" ntsb.gov/LAX01LA137. "The pilot reported he received ATIS information, which was reporting winds from 170 at 11 knots and the active runways as 25R and 25L. The pilot asked the tower if there was going to be a runway change. Tower personnel informed him that no runway change was going to take place. On final approach, the pilot checked the windsock on the runway and it was sticking straight out, indicating 15 knots. The pilot made a standard crosswind landing and lost control during the rollout phase. The aircraft ground looped, and the main landing gear collapsed." ntsb.gov/LAX97LA246.
  - Referencing #2 above, general aviation operations would be further limited without Rwy 16/34 due to local ordinance prohibiting touch and goes on Rwy 30/12. Additionally, local procedures have arrival traffic for Rwy 12 sequenced by SoCal approach, which may further discourage general aviation operations. (Discussion of Rwy 30 approach in lieu of Rwy 34L/34R is omitted due to negligible usage of the 34 Rwys).
  - Closure of the runway is not just painting an X on the approach end. Major construction would be required to reconfigure intersections to simplify geometry, costing millions of dollars as well as injecting a risk factor due to the demolition that needs to be considered.

Mitigation, not elimination is the way to handle the LGB geometry issue. We are part of the solution.

**NEWEST AVIATRIX:** Wanted to pass on some exiting news, our baby girl arrived on 04/30/2008 at 02:45Z, 19.25in. and 6lbs 2.1oz. You were correct about our lives being completely changed. She is awesome and my wife and I are in cloud 9. I'll be able to start finishing up the commercial rating in a couple of months. Take care and see you soon. Hiran Fernando

P.S. her name is: Imari Volska Fernando

**NOTAM: FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE** Check out [www.pilotfinance.com](http://www.pilotfinance.com) or pick up a Pilot Financing application at the club.

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

AS OF May 22nd, FUEL SURCHARGE:				\$1.34	PER GAL
	BASE	FUEL FLOW	SUR CHG	SURCHARGE PRICE	CREDIT CARD
CASH PRICE					
CESSNA 152	\$69.95	6	\$8.04	\$77.99	\$81.89
CESSNA 172	\$92.95	8	\$10.72	\$103.67	\$108.85
CESSNA 172SP	\$120.95	10	\$13.40	\$134.35	\$141.07
CESSNA 172RG	\$120.95	10	\$13.40	\$134.35	\$141.07
PIPER WARRIOR	\$92.95	8	\$10.72	\$103.67	\$108.85
PIPER ARCHER	\$99.95	9	\$12.06	\$112.01	\$117.61
SEMINOLE	\$199.95	17	\$22.78	\$222.73	\$233.87
SEMINOLE	\$219.95	17	\$22.78	\$242.73	\$254.87
<b>FUEL REIMBURSEMENT</b>		<b>\$4.46</b>	<b>\$1.34</b>	<b>\$5.80</b>	

*The fuel surcharge price applies for flights returned after 4:30 on May 21, 2008.*

- May 17 Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.
- 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.
- May 17-18: Chino, CA. Planes of Fame Airshow. Ultimate warbird show Ctc 909 / 597-3722 or see <http://www.planesoffame.org>
- June 1 Santa Paula - 1st Sunday of each month, **Antique cars, Planes, Museum.**
- May 23-25: Watsonville, CA. 44th Annual Watsonville Airshow & Fly-In. Antiques, classic, warbirds, aerobatics, military, car show & more. Ctc 831 / 763-5600 ro visit website: [www.watsonvilleflyin.org](http://www.watsonvilleflyin.org)
- June 1-3, **Balloon and Wine Festival, Temecula Valley July 19, Hemet Ryan Airshow**
- June 25 Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.
- Jun 6-8: Marysville, CA. (MYV) Goldenwest Fly-In, theme is "Flying Together". Yuba County Airport. Airshow daily, forums, workshops, aviation vendors. Banquet, guest speaker. [www.goldenwestflyin.org](http://www.goldenwestflyin.org).

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



- Matthew Boles
- Harley Clarence
- Timothy Clark
- Andrew Davidson
- Robert Dias
- Brian Hall
- Dean Hall
- Donald Hammond
- Jonathan Kinsey
- Gabriel Kuri
- Frank Mycroft
- Mark Pehrson
- Elvan Price
- Shane Harrison
- Hideaki Teramachi



**HAPPY MAY BIRTHDAYS**

- Brandon Abrego
- William Azzalino
- Susan Baker
- Byung Doo Mchun
- Timothy Clark
- David Curtis
- Chris Dolas
- Tim Engel
- Edward Galloway
- Igor Gerts
- Rogan Girard
- David Glenday
- Marvin Granger
- David Hsu
- John Huthmaker
- Jack Isaac
- Kelvin Kapya
- Nick Klubnikin
- Duk Y Lee
- Robert Lee
- Carolina Marin
- David Mandukian
- Yun Taek Na
- Paul Overacker
- Sung Joon Park
- Cody Pierce
- Robert Riffle
- John Ringel
- Mike Seymour
- William Stroud
- Don Terry
- Miguel Toro
- Robert Truesdale
- Travis Tyler
- David Wilcox



Chamber Ride 4/08

**Who is this guy?**

See article page 1:

**“HYPOXIA AND AEROSPACE PHYSIOLOGY TRAINING**

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

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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.

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