



LONG BEACH AIRPORT ASSOCIATION

“In support of general aviation and aviation in general”

LBAA P.O. BOX 91372 LONG BEACH, CA 90809 * FOURTH QUARTER 2010 NEWSLETTER * OCT/NOV/DEC 2010

NOTICE

We need to hear from you!
PLEASE SUBMIT items such as “Long Beach News”, past-present-future events, pilot profiles, new ratings, or original articles! Dead-line for next issue: January 7th.

LONG BEACH AIRPORT ASSOCIATION GENERAL MEMBERSHIP AND SAFETY MEETING

WHEN: WEDNESDAY, OCTOBER 27th, 2010
WHERE: AIRFLITE
TIME: 6:30 PM HANGAR FLYING
7:00 PM LGB USER'S FORUM
7:30 PM PROGRAM

**Don't miss another
great quarterly raffle!!!**

We'll be raffling off a profusion of really great prizes! Sandwiches, fruit, desserts and beverages will be served.
Family, Friends, Flyins - Welcome! Hope to see you there!

Sponsored by: Long Beach Airport Association, City of Long Beach Airport and AirFlite
Contact AirFlite for directions 562-490-6200

NEW/RENEWED MEMBERS WELCOME!

PHYLLIS ORTMAN

ROSEMARIE ADRAGNA-ELLIOTT
Embry Riddle Aeronautical University

PETER ENGLER
(thank you for the extra contribution!)

ARTHUR DANCHUK

LONG BEACH FLYING CLUB

JANET SCHWARTZ

AIRFLITE
(thank you for the extra contribution!)

COL. GEORGE CAIN
(thank you for the 2-year renewal!)

RYAN ROBINSON



**GET READY FOR TAKEOFF!
AOPA SUMMIT 2010 at LGB!**
Aviation-themed action for all ages and levels of aviation enthusiasm. No matter if you're a student pilot, have had your pilot certificate for decades, or still have your feet firmly planted on the ground but have always kept an eye high in the sky, there is plenty to see and do – you can't afford to miss it! AirportFest, educational forums, a 500-booth exhibit hall, evening events...

Volunteers still needed!! Call 800-872-2672 or
www.aopa.org/news/2010/100819volunteers.html

LONG BEACH, CALIFORNIA
NOVEMBER 11-13

'FIFI' SUPERFORTRESS TO LAND AT AIRPORTFEST

AOPA ePublishing staff

Fifi, the only airworthy B-29 Superfortress, will arrive at Long Beach-Daugherty Field this November to give attendees at AOPA Aviation Summit a chance to experience history

The long-range heavy bomber, restored and flown by the Commemorative Air Force, will be on display at Airportfest during Summit, which takes place Nov. 11 through 13. Tours will be offered for a small donation, and the Commemorative Air Force plans to offer rides in the historic aircraft for a fee.

Boeing B-29s are best known for their role in the Pacific Theater during WWII, particularly in dropping two atomic bombs on Japan. They were the most technologically advanced aircraft of their time, with large pressurized sections of the fuselage and guns aimed by computerized sights.

Fifi languished in the California desert where it was used for target practice before Dallas businessman Vic Agather and the Confederate Air Force (now the Commemorative Air Force) rescued it in 1971 and started the long road back to restoring it to flying condition. Since then, the CAF has toured the country with the four-engine warbird giving rides and keeping the roaring piece of history alive.

Keeping *Fifi* airworthy has been a multimillion-dollar challenge for the CAF; the aircraft returned to the air just this year after a four-year hiatus when all four engines were replaced. After a strong performance at the CAF's airshow in Midland, Texas, in October the aircraft is again in good health and will be one of the aircraft display highlights of AOPA Aviation Summit.

Stop by the aircraft demonstration area at Airportfest or the Commemorative Air Force booth at the Long Beach Convention Center for more information about *Fifi*.

The purpose of the Long Beach Airport Association is to promote and preserve General Aviation at the Long Beach Airport. The Association will also strive to support all efforts towards the proper integration of all types of aviation that will best serve the citizens of Long Beach.

The printing of this newsletter depends on your dues donations. Please send in your renewals and suggest that your fellow pilots join our efforts at preserving General Aviation at Long Beach Airport! NOW your Long Beach Airport Association dues donations are tax deductible!

LONG BEACH AIRPORT ASSOCIATION

PRESIDENT CANDY ROBINSON
 VICE PRES ROGER KIDD
 SECRETARY KEVIN MCACHREN
 TREASURER JOHN MURRILL

BOARD OF DIRECTORS

ERIC HILL 562-997-0700
 eric.hill@signatureflight.com
 PAUL LAGREEK 714-840-1276
 paul.LaGreek@mail.sprint.com
 ROGER KIDD 562-234-0098
 rwkidd@netzero.net
 KEVIN MCACHREN 562-429-8062
 airserv@mailstation.com
 JOHN MURRILL 562-981-2900
 tigerjohn@earthlink.net
 GLENN RAY 562-427-3338
 glennray@mac.com
 CANDY ROBINSON 562-290-0321
 candy@Lbflying.com
 DON THOMPSON 562-500-0173
 dsdt2@cs.com
 PEGGY ZAUN 562-490-6206
 peggy_z aun@toyota.com

DIRECTOR EMERITUS

BARBARA LONDON 562-519-2834
 barbaraelondon@comcast.net

Get a higher education, learn to fly!

LONG BEACH FLYING CLUB | LONG BEACH FLIGHT ACADEMY

FLIGHT INSTRUCTION AIRCRAFT RENTAL
 PART 141 APPROVED
 AIRCRAFT CHARTER
 PILOT SUPPLIES AND SNACKS
 AVIONICS SALES AND SERVICE LBCR998F
 GIFT CERTIFICATES
 SCENIC AND DEMO FLIGHTS
 FAA KNOWLEDGE TESTS
 APPROVED BY DEPT OF VETERANS AFFAIRS

(562) 290-0321 * FAX (562) 290-0421

PCFSX	\$12.50
PCATD & AST300X	\$35.00
B-Aircraft Training Device	\$50.00
Cessna 152 (7)	\$78.23
Warrior (5)	\$103.99
Archer	\$112.37
Cessna 172 (4)	\$103.99
Cessna 172SP	\$127.99
Cessna 172RG	\$134.75
Seminole	\$233.41

Visit us at: www.Lbflying.com
 Email: club@Lbflying.com



HANK SMITH'S CLASSROOM CORNER

"When plans are laid in advance, it is surprising how often the circumstances fit in with them."

... -- *Sir William Osler, Physician*

"In Flying – There is no such thing as a Fun Surprise"

... *Hank Smith*

The Federal Aviation Regulations (FAR's) require that before any flight, a Pilot In Command (That's You), must be aware of ALL information regarding that flight. One of the best sources of needed information is the Flight Service Station (FSS). Old timers remember the FAA operated FSS system that capped out at 58 stations employing over 2300 people across the United States. Today's FSS system consists of 6 (super) stations operated by an outside contractor, Lockheed-Martin, employing only 600 to 900 "specialists". FSS provides: Official Weather Briefings; Airway Information; Notices to Airmen (NOTAM's); and Any Known Delays; to General Aviation pilots. How do they do it? In a word – Technology. Let's take a look at what is currently available and how we can benefit.

There are three ways to get pertinent information from the FAA/FSS: The Internet; Telephone; and Radio:

- ➔ May I suggest you write this down? www.duats.com This FAA supported site provides up to the minute weather information and it legally counts as a weather briefing. You can file your flight plan on DUATS. This is an excellent source of printed information.
- ➔ How about Telephone? FSS provides one number – nationwide – for entrance into their super system. (Pencils up) 1-800-WX BRIEF. You can access pre-recorded information or talk to a live briefer. The pre-recorded service consists of:
 - **PATWAS...** (Pilots Automatic Telephone Answering Service). Follow the prompts to obtain a "local" telephone number for recorded weather information in your particular area. (pencil?)
 - **TIBS...** (Telephone Information Briefing Service) Also available through prompts. This is prerecorded weather information related to "standard routes," such as L.A. to San Francisco or L.A. to Las Vegas etc.

A LIVE BRIEFER will be prepared to give you one of three types of briefing that you are expected to request. 1) Outlook Briefing; Used when planning a future flight. (Ex. A flight to Vegas-tomorrow morning). 2) Abbreviated Briefing; Used as a follow-up on an Outlook briefing to confirm or update pertinent information. 3) Standard Briefing; Used to obtain ALL pertinent information for an impending flight... A Standard Briefing will include all of these elements. (In this order). 1- Adverse Conditions 2-Weather synopsis 3-Current weather at departure and destination. 4-Enroute *Forecast* 5- Destination *Forecast* 6-Winds Aloft 7-NOTAMS 8-Expected ATC delays. **The Standard Briefing gets you everything.** For the Outlook and Abbreviated briefings, you are expected to request your desired elements.

- ➔ When you leave the ground, FSS is available to assist by RADIO. Here are some of the radio services available:
 - **TWEB** – Transcribed weather information through VOR frequencies.
 - **HIWAS** – Hazardous inflight weather advisories also received on VOR frequencies.
 - **EFAS** Enroute flight advisory service, (Flight Watch) Obtained by live radio contact on one frequency (122.0), throughout the country. And, **Direct** radio contact to FSS through direct and remote transceivers throughout the country.

Two new services are in the works. Pilots can soon request a "Regional Briefer" who knows your particular area. Additionally, you will soon be able to enter your "Pilot Profile" into their system, in a sense, becoming a "preferred customer"- and, finally, all these services will soon be available on "portable devices". Oh well.... There goes the plain ole telephone...

By the way-have you noticed?...

"Half this game is ninety percent mental."-- Yogi Berra

See you in the classroom Hank (562) 424-2288

**OUR PRIVATE PILOT COURSE AND THE INSTRUMENT COURSE
 STARTING SOON! CALL FOR DETAILS!**



EDITORIAL: AB48 DELAYED BUT NOT FORGOTTEN by Candy Robinson

Hot off the press from AOPA.org:

With the final signature on a measure delaying the implementation of controversial flight school regulations in California, aviation groups shifted their attention to developing a long-term solution.

Gov. Arnold Schwarzenegger signed the measure in a package of trailer bills to the state budget Oct. 19, finalizing a budget agreement from earlier in the month. The costly flight school regulations in the California Private Postsecondary Act of 2009 will not be implemented until July 1, 2011. That gives AOPA, the National Air Transportation Association, and state allies time to work with the legislature to hash out a more reasonable way to protect students without crippling the flight training industry.

"This bill signing marks an important day for GA in California as it will keep countless future pilots in the air and, importantly, keep thousands of instructors, mechanics, and other aviation personnel working in this troubled economy," said AOPA Director of State Government Affairs Mark Kimberling. "AOPA—and our allies—will continue to move forward aggressively to see this issue through to the completion."

The California Private Postsecondary Act of 2009 was intended to protect the financial wellbeing of students who seek an education at a postsecondary school, but it was not designed with flight schools specifically in mind; as a result, the regulations imposed a financial burden that many flight schools would have been unable to bear. In the coming months as lawmakers revisit the rules, AOPA will work to ensure that the outcome will not inflict damage on the already fragile training industry as the original proposal would have.

Lawmakers need to not "revisit" the Private Postsecondary legislation enacted by Assembly Bill 48, they need to exempt aviation from the state's clutches completely. How many masters must be answered by general aviation?

All General Aviation pilots have the FAA governing the privilege of flying, the NTSB governing reporting requirements, and the state for a government-issued id required by FAR (whether using a drivers license, passport or state-issued id card). GA pilots who are not citizens of the United States who wish to pursue their private, instrument or any multi-engine rating must register with the Department of Immigration and pay \$130 per each of those courses. Flight Instructors have initial and annual recurrent training requirements per TSA regulations. International students have to navigate a slew of agencies to flight train in the United States.

At Long Beach Airport, the city maintains noise abatement regulations which must be adhered to by pilots. Ground access to and from a general aviation aircraft has oversight by TSA, Long Beach airport security AND Long Beach Police Department.

Businesses must answer to all of the above plus a bevy of additional agencies, programs and mandates, including but not limited to: city business licenses, the Air Quality Management District, Workers Compensation, State Board of Equalization, Stormwater Runoff Management... and more. The city also has leasing requirements, with the associated rate adjustments, and insurance requirements. The county of Los Angeles imposes secured property taxes (real estate and business assets and unsecured property taxes (aircraft). Adding Part 141 certification, a repair station or Part 135 approval ups bureaucratic involvement exponentially. Each of these agencies have reporting requirements and impose periodic audits, which all takes time and money, and thus needs to be factored into the cost of doing business.

The AOPA press release deems that they "will work to ensure that the outcome will not inflict damage on the already fragile training industry as the original proposal would have." However, there is no way that general aviation industry can avoid severe hardship if the Private Postsecondary act is imposed in any way, shape or form.

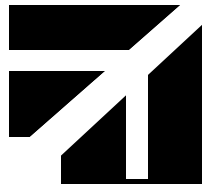
Caveat emptor, Latin for "let the buyer beware," prevails, especially for international students without the knowledge, time or finances to enforce a contract for services in the United States. Per britannica.com, "caveat emptor in the law of commercial transactions is the principle that the buyer purchases at his own risk. As a maxim of the early common law, the rule was well suited to buying and selling carried on in the open marketplace." Due diligence and common sense by flight students is essential when determining a flight training instruction. A simple google search of "large deposit to flight school" will quickly provide the information, "NEVER, EVER place large sums of money on deposit at ANY flight schools. ...www.airlinepilotforums.com."

There are some less invasive procedures that can be implemented by enhancing oversight already in place. FAA.gov can offer guidance (or warnings) regarding flight school selection. Part 141 certification and oversight, which is to protect the consumer, can be expanded to include financial policies by the certified flight school. Most importantly, the Department of Immigration currently requires financial policies of the flight schools approved to issue M1 Visas to alien students. If schools issuing those student visas are not abiding by their approval, then they should be sanctioned or lose their authority. There also are schools who are subcontracting with entities that can issue M1 Visas. Are the protections already in place for the consumer being policed adequately. Let's be assured that the current system is working before incorporating additional regulations.

CESSNA PARTS

AUTHORIZED CESSNA SERVICE DEALER
CESSNA PARTS - Single and Multi-Engine

Long Range
Auxiliary Fuel Tanks
For Cessna & Piper Aircraft
FAA Approved
Immediate Shipment



Cessna



Cessna Parts Discount to all
LBAA Members

**Tom's Aircraft
Maintenance Inc.**
(562) 426-5331

2641 East Spring Street, Long Beach Airport

CFM GENERAL AVIATION INSURANCE

3333 E. Spring Street,
No. 134
Long Beach, CA 90806
(562) 492-1217
Fax (562) 492-1147

CHARLES HICKS, JR.
ATTORNEY AT LAW

Trustworthy - Integrity - Honesty

Aviation and General Law

Office: 1650 Ximeno Ave., Suite 310, Long Beach, CA 90804
Mail: P.O. Box 8309, Long Beach, CA 90808

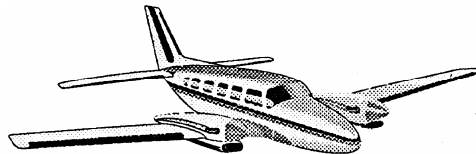
Phone: (562) 425-7128

Fax: (562) 377-0424

Email: attorneychuck@attorneychuck.com Website: www.attorneychuck.com

LONG BEACH AIRPORT ASSOCIATION

P.O. BOX 91372
LONG BEACH, CA 90809



The upper right corner of
your mailing label has a
date telling you how long
your current membership
has remaining.

Please rejoin!

Those who are more than
a year behind in
membership fees may be
dropped from the mailing
list.

AUTUMN 2010!

FIRST CLASS MAIL

ADDRESS CORRECTION REQUESTED