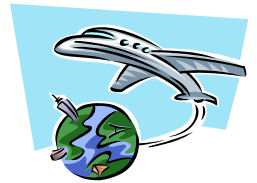




WE FLY WITH  
CARE .... Now, more than  
ever.



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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

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**MARCH 2006 NEWSLETTER**

**HAPPY ST. PATRICKS DAY!**

**EDITOR CANDY ROBINSON**

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**WHAT'S UP? GPSMAP 296 AVAILABLE!** Make plans to come by and check out our Garmin GPS, featuring a 256-color screen that is easy to read in bright sun, a built-in base map, Jeppesen aviation database and auto routing. The GPS plugs into an external power supply, in our aircraft the cigarette lighter socket but is also battery operated. In the aviation mode, the GPSMAP 296 has 5 features: the map page, terrain page, panel page, the active route and position data. The GPS can also be operated without being in the aircraft, which is a benefit over installed units – ground instruction for pilots learning other GPS can run down the aircraft battery. Grab your favorite instructor and get a lesson about GPS technology! Ground time with the GPS is free; rental is \$16.95 per hour flown when using it in the aircraft (not based on clock time). The GPS needs to be picked up and returned during office hours. And just a reminder, keep a “heads up” attitude when using the GPS while flying – it does many things but does not scan for traffic!

**FAROS—FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (AKA FLASHING PAPI LIGHTS):** Within the next several months the FAA will be conducting an operational evaluation of the FAROS light system on Runway 30 at Long Beach Airport. During the evaluation, a special set of PAPI lights installed on Runway 30 will flash when an aircraft or vehicle is on the runway, thereby warning a pilot on approach that the runway is not clear. The evaluation may last up to one year. During this time, the FAA will solicit pilot input on the value of the system. Over the next month, the Airport and FAA will be distributing educational materials on how the system works, what actions the pilot should take upon seeing the lights flash, and how to register your opinion and thoughts about the efficacy of the system. If the results are positive this simple, relatively low cost system could be implemented at airports nationwide.

Contact Christine Edwards, Airport Special Projects, at 562-570-2630 for website information or if you have any questions.

## **LONG BEACH AIRPORT TRAFFIC CONTROL TOWER LETTER TO AIRMAN NO. 06-01 RELEASED**

From Patricia A. Risner, Air Traffic Manager

This letter advises aircraft operators of revised requirements pertaining to certain simultaneous operations on Runway 25L and Runway 30. Specifically, in order to provide enhanced protection between aircraft entering Runway 25L from Runway 34R or intersection Delta for departure and other simultaneous aircraft operations on Runway 30, the following requirements are in effect:

- ★ Departing aircraft entering Runway 25L from Runway 34R or Taxiway Delta must remain on or west of the Runway 34R Taxiway Delta centerline (as applicable) when taxiing onto the runway.
- ★ Aircraft entering Runway 25L from Runway 34R/16L or Taxiway Delta for departure are not authorized to back taxi eastbound on Runway 25L without specific ATC approval in advance.
- ★ Aircraft with wingspans greater than 50 feet will not be authorized to enter Runway 25L from Runway 34R/Taxiway Delta when simultaneous operations by other aircraft are occurring on Runway 30.

## **SAFETY TIP OF THE MONTH** by Phil Barton

Exterior aircraft lights, during daytime as well as nighttime, should be used to make an aircraft operating on the airport surface more conspicuous, and to convey location and intent to other pilots. The following use of aircraft lights is recommended by the FAA Air Traffic Organization (ATO) Office of Safety Services:

Engine(s) running: Turn on the rotating beacon.

Taxing: Just prior to taxi, turn on your navigation/position, taxi, and strobe lights. Note that strobe lights should not be illuminated if they will adversely affect the vision of other pilots or ground personnel.

Crossing a Runway: All exterior lights should be illuminated when crossing a runway. You should consider any adverse effects to safety that the forward facing lights (taxi and landing) will have on the vision of other pilots or ground personnel during runway crossings.

Entering the Departure Runway for Position and Hold: Turn on all exterior lights (except landing lights) to make your aircraft more conspicuous to aircraft on final and to ATC.

Takeoff: Turn on landing lights when takeoff clearance is received, or when commencing takeoff roll at an airport without an operating control tower.

Even when flying in your favorite airplane in VFR weather, it is cheap insurance to have your navigation/position, beacon, and strobe lights on all the time, and to turn on your landing lights when within ten miles of an airport. Fly safely and Adios.

**Security Awareness Training.** All CFI's are now required to obtain an initial security awareness training before they can instruct. Thereafter, a recurrent security awareness training is required annually. TSA does not provide a recurrent security awareness training program. Thus, a flight school is required to design its own recurrent training program.

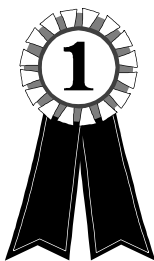
LBFC will be offering this training at our March CFI meeting on 29 Mar at 6:00 p.m. A document will be issued at the conclusion of the training verifying receipt of this training. You, the CFI, are then eligible to instruct for another year. This CFI meeting will be your Annual Security Awareness Training mandated by TSA. There are no makeups for this session. Our training will be conducted by the Department of the Army, Intelligence and Security Command.

**HELEN'S  
CORNER**

All CFI's MUST attend the March 29 CFI meeting.

**If you do not attend, you will not be able to instruct.**

**ACCOMPLISHMENTS**



Greg Peterson	Solo	C152	CFI Richard Garnett
David Wiese	Solo	C172	CFI Jack Bashford
Chris Flores	Solo	C172	CFI Jack Bashford
Axel Kollesberger	Private	C172	CFI C Pierce/R Garnett
Jay Gale	Inst/Multi	Seminole	CFI Joey Roehrich
John Lee	Comm	C172RG	CFI Jaeseong Oh
Deovanis Ruidiaz	Comm	C172RG	CFI Richard Garnett



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

- Steven Holter
- Deborah Kasparoff
- Christian Stoehr
- Yasunari Oyama
- Wuk Jung
- Hyun Man Shin
- Jonathan Morales
- Darren Sylvester
- Gabriela Barraza
- Ronald Ramsawack
- Fernando Scalini
- Frank Murray
- Randy Reason
- Jacob Dragoo
- Nick Rosenthal
- Hacer Bozkurt
- Eric Ediger
- Ryan Frans
- Kurt Nelson
- Claudia Ugaz-Gates
- Bret Bedard
- Daniel Rosenbaum

**CONGRATS** to PAUL RAYMOND , top **CLUB CFI** for February, logging the most hours of dual given in club aircraft! Runner-ups were RICHARD GARNETT and JACK BASHFORD!  
**TOP GUN AWARD** goes to AXEL KOLLESBERGER logging the most flight hours in club aircraft in February. Runners-up were (tied) ANTHONY ANDREWS and DEOVANIS RUEDIAZ! Special Mention also to Axel, here from Germany to fly with us, for accomplishing his Private Pilot License in just 27 days. From start to checkride!  
**CONGRATULATIONS** to three club alumnus on their new jobs: DAN KRUSE has achieved his Citation type rating with Citation Shares and is flying as first officer; PATRICK SHORT has been hired by Airtran as a B-737 first officer; and RENE WAGNER now flying Lear 45s for Flexjet!

**CLUB ALUMNUS UPDATES!**

Candy, Hi there, its Eric Luevano LBFC CFI from 93-95. I've stopped in periodically over the years and have watched your business grow and thrive. I believe the last time I stopped in, I was looking into buying an airplane and was researching the possibility of leaseback. Anyway, I read your "Club Alumnus" email and decided I'd drop a line to share my experience with my career in corporate/charter aviation. Unlike most of the other CFI's at the time, I never wanted a career with the airlines, I always considered the flying to be rather mundane, however, I was offered a job with TWA and nearly said yes. Good thing I didn't, most of those pilots got pretty hosed when they merged with American. I have been very fortunate, my career has been marked by constant progression in experience, equipment type and salary. I'm currently a Gulfstream G550 Captain with Harbor Freight Tools, Inc. based in Camarillo. I fly under Pt 91 and average 10-12 days a month of flying, mostly Monday & Tuesday of each week. The schedule is awesome. When they hired me nearly 4 years ago they had just upgraded from a Hawker 800 to the GIV which I had been flying internationally for the 4 years prior. We received our new 550 in Nov. of 2004 and I have accumulated about 800hrs in the type since. The good and the bad with this job is that 90% of the flying is domestically based, meaning we do about 2 international trips a year, mostly to Europe. Good from quality of life, bad if your looking to see the world. Fortunately, in my case, I'd already seen the world in the GIV. I've been around the world twice and been to nearly every major city in the world, and many not so major. In one 12 month time span, I walked on the great wall of China, did an African safari on the Serengeti, saw the pyramids of Egypt, scuba dived the Great Barrier Reef in Australia and attended the Cannes film festival in France with a major hollywood production company. It was a great time to be in aviation. Now I visit places like, Zanesville, Ohio and Florence, South Carolina. But I'm home much more than I'm gone and I wouldn't change places with any other pilot flying any other equipment. We are a small department with 3 pilots, a mechanic and a flight attendant. Our passengers are low maintenance and gracious on every flight and our owner is the best. Great jobs do exist in corporate aviation and a very satisfying, lucrative career can be created there.

Best to all ..... ERIC LUEVANO (CE-500, LrJet, HS-125, GIV, GV) LBFC CFI 93-95

Just a quick note ... I think I told you I got a job at Flexjet? I've been there since October. They are a great company, so far. They pay your cell phone as long as you have a Dallas number. They type everybody — my airplane is the Lear 45. I hope business is well ...RENE WAGNER (LBFC 1999-Current)

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**NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to PHIL BARTON, ERIC LEUVANO, HELEN CRANZ, RENE WAGNER and CAROLINA DAVIES for the help with this newsletter!

**EMAILED:** "Erik George Schwartz came to the world today lbs. 7 oz, 20" long. Mother is doing great, baby logging SIM time." Congratulations to alumnus JOHN SCHWARTZ!

**EMAILED:** "Happy Half Birthday to Elisabeth!!! 15lbs 2oz. 25.4 inches Mommy and Daddy are both pilots. Do you think Elisabeth will be one too? :o)" CAROLINA DAVIES (Editorial note: Picture are posted at the club — you gotta see this cutie!)

**NOTAM:** FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out [www.pilotfinancing.com](http://www.pilotfinancing.com) or pick up a Pilot Financing application at the club. Interest rates are currently 13.95%.

**EMAIL:** If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to [club@lbflflying.com](mailto:club@lbflflying.com).

**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!!!

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

**HALL OF FAME:** Next time visiting the club, checkout the hallway sign, posting most of the advanced accomplishments by club pilots!

**HAPPY MARCH BIRTHDAYS**



- Donald Almy
- Greg Baker
- Gabriela Barraza
- TJ Barring
- Jon Belanger
- John Berg
- John Carey
- Michael Collingwood
- Mark Costell
- James Crofoot
- Thomas Ewell
- Tim Friedlander
- Dale Goss
- Dana Grindle-Blazer
- Wilbert Hardy
- Ronald Hector
- David Handleman
- Bobby Shin-Hung
- Dan Itsara
- Lynn James
- Randy Kolstad
- Mathew Mannil
- Patrick McPartland
- Donald Mikami
- Frank Murray
- Howard Nestman
- Jae-Seong Oh
- Fred Pitcher
- Wendy Postema
- Stephen Quinn
- Gregory Ratajski
- Benjamin Sarafi
- Thomas Strickland
- Robert Taylor
- Charles Walton
- Skip Westcott

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**March 29:** Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC. This CFI meeting will be your Annual Security Awareness Training mandated by TSA. Our training will be conducted by the Department of the Army, Intelligence and Security Command.

**April 25:** 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.