



# LONG BEACH FLYING CLUB & FLIGHT ACADEMY



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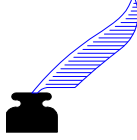
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**MARCH 2009 NEWSLETTER**      **HAPPY ST. PATRICK DAY!**      **EDITOR CANDY ROBINSON**

EDITORIAL



### WHAT'S UP? VOT AND TSA (AND XYZ!)

After nearly a year, the VOT, 113.9, is now up and running! Now that it's back, we'll renew our efforts to get a VOT location established at the runup for Runway 25L Yup, right in our own backyard!

The FAA changed the airspace to replace the existing "Disney TFR" as of February 17, 2009. Although we have assurances that there will be no difference in the way ATC handles traffic within 3 nm and to 3000 agl over Disneyland, it appears to do two things: (1) First, they reclassified the airspace as a "National Defense Airspace." This comes along with stricter enforcement and harsher penalties, and (2) second, they eliminated the phrase: "including aircraft arriving or departing from an airport using standard air traffic procedures". Now it appears that the PIC must be in contact with ATC all the way to the ground. Or worse! Here is the original wording, followed by the newly-implemented-without-any-public-input version:

(Original) DISNEYLAND THEME PARK: Pursuant to Public Law 108-7. Section 352, aircraft flight operations are prohibited at and below 3,000 feet within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W or the Seal Beach (SLI) VORTAC 067 degree radial at 6.7 nautical miles). This restriction does not apply to: (A) those aircraft authorized by ATC for operational or safety purposes, including aircraft arriving or departing from an airport using standard air traffic procedures; (B) Department of Defense, law enforcement, or aeromedical flight operations that are in contact with ATC; Those who meet any of the following criteria may apply for a waiver to these restrictions: (A) for operational purposes of the venue, including the transportation of equipment or officials of the governing body; (B) for safety and security purposes of the venue.

(Effective February 17, 2009) DISNEYLAND THEME PARK: PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, ALL AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN A 3 NMR OF 334805N/1175517W OR THE SLI066006.8 UP TO AND INCLUDING 3000 FT AGL EFFECTIVE 0902170801 UTC (0001 LOCAL 02/17/09) UNTIL FURTHER NOTICE. THE RESTRICTIONS DO NOT APPLY TO; THOSE AIRCRAFT AUTHORIZED BY AND IN CONTACT WITH ATC FOR OPERATIONAL OR SAFETY OF FLIGHT PURPOSES, DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, AND AIR AMBULANCE FLIGHT OPERATIONS. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY DISNEY EVENT AND VENUE ARE AUTHORIZED WITH AN APPROVED WAIVER.

ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 3/2123 REMAIN VALID UNTIL THE SPECIFIED END DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM.

INFORMATION ABOUT WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/WHAT\\_WE\\_DO/TSNM/GENERAL\\_AVIATION/AIRSPACE\\_WAIVERS.SHTM](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm) (CASE SENSITIVE USE LOWER CASE ONLY) OR BY CALLING TSA AT 571-227-2071. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov).

\* \* \* \* \*

### THINGS THAT GO BUMP IN THE FLIGHT

from FAA Aviation News February 2009

A recent check of my e-mail inbox brought one of those Yogi Berra "déjà vu all over again" moments: The subject line read "Deer strike-aircraft grounded." Two years ago, the bent metal belonged to my flying club's Cessna 182, which spent the next six months in a hangar to have nearly \$35,000 in damage to the empennage and aft fuselage repaired. More recently, the grounded aircraft belonged to the Civil Air Patrol. Damage was minimal this time and, as is the case for many close encounters between aircraft and wildlife, there were no human injuries. Clearly, though, deer aren't good for the health of pilots or aircraft.

**They're Everywhere...** With an estimated U.S. deer population of more than 26 million, it is no wonder that collisions (cont. on page 2)

### CLASSROOM CORNER . . . . . HANK SMITH

Almost sixty years ago, the father of the Self Improvement Industry, Earl Nightingale, made this statement, "**You don't know something you've never learned -and- You don't know something you've forgotten.**"



**HANK SMITH'S  
CLASSROOM  
CORNER**

But, what does that have to do with me? You ask. To the pilot, Nightingale was talking "Currency," or as the FAA would say... Re-Currency."

Over 90% of the flight activities and procedures we pilots learn are not necessary for normal safe flight. (stalls, steep turns, etc.), but the supporting concepts of these maneuvers are critical to a pilot and his airplane's well being. Many pilots abandon these "practice" maneuvers as "unnecessary" since they are now a real pilot - not a student. As an absolute minimum the FAA requires a mandatory flight review every 24 calendar months for *legal* currency. Keep up your skills and, more importantly, maintain and refresh the concepts behind those skills.

On my wall, at home, is this statement; "**A Superior pilot is one who employs his Superior knowledge so that he will not have to use his Superior skills.**"

I believe it. I hope you do too. See you in the corner?

Oh, by the way..... The next Private Pilot Ground School begins Tuesday, March 31st and you "experienced" pilot are invited anytime . . . . . **H a n k ( 5 6 2 ) 4 2 4 - 2 2 8 8**

**ACCOMPLISHMENTS**

KENNETH PERERA	SOLO	C-152	CFI RICK SHARP
KIHAN PARK	SOLO	C-152	CFI JAE CHUNG
CHIEM WANG	SOLO	C-152	CFI DALE CHOPPIN
PRATIK PAWAR	PRIVATE	C-172	CFI DANIEL SANTOS
ALEX ORLALE	PRIVATE	C-152	CFI RYAN DAVIS
YOUNG JIN HEO	PRIVATE	C-152	CFI DAVID KIM
EDGAR FLORES	IFR	C-152	CFI DANIEL SANTOS



CONGRATS to RICHARD GARNETT, top CLUB CFI for February, logging the most hours of dual given in club aircraft! Runners-up were PAUL RAYMOND and DANIEL SANTOS!

TOP GUN AWARD goes to JESS D'COSTA for logging the most flight hours in club aircraft in February. Runners-up were SANDESH BHAVANAM and YOUNG JIN HEO!!!

Congratulations to Mike Ford and Richard Garnett on their successful Part 141 checkrides to earn the Chief Pilot and Assistant Chief Pilot positions!

(Cont. from Page 1) between aircraft and deer are so common. Deer have adapted to human environments, including airports, with predictable results. From 1990 to 2007, more than 760 deer-aircraft collisions were reported to the FAA. Of these, at least 629 indicated the aircraft was damaged in connection with the collision. (Not all damage results from actually hitting the animal; in some cases, the pilot's evasive action attempts have caused the need for repairs.)

**Is Avoidance Possible?** Deer are most active in the twilight hours and at night when they feed. So it is not surprising that most airplane/deer strikes occur during this period of reduced visibility. The longer hours of darkness in autumn and winter are prime times for these collisions. A study by Northwestern University's McCormick School of Engineering and Applied Science provides insight into the "modes" in which an animal such as a deer or a bird could find itself in relation to another object, such as your airplane. The "deliberative" mode most often occurs during daylight, which provides the ability to see and deliberately avoid moving objects. With less visibility, however, the operative modes are "reactive" or, at worst, "collision." (For more on this study, see <http://www.sciencedaily.com/releases/2007/11/071120095410.htm>).

**What Can You Do?** As any pilot (or automobile driver) who has experienced a deer or bird strike can attest, the operative modes-for both humans and critters-during the reduced visibility of twilight and evening hours are the "reactive" and "collision" modes. The typical advice with respect to birds (at least those you can see) is to climb, since the bird's instinctive reaction is to dive for greater airspeed. In the case of deer, however, there is probably little that you as the pilot can do to avoid collision if a deer decides to make a runway incursion while your airplane is using the asphalt for taxi, takeoff, or landing. But if you hear or feel something go bump in the flight, the most important thing you can do is, as always, fly the airplane. Avoid the temptation to take evasive action that could lead to loss of control. Evasive action attempts can be more damaging-and sometimes more deadly-than impact at relatively low speed. Though not a preventive action, you can also help by reporting wildlife strikes, including both bird and deer strikes, to the FAA. Reporting collisions with wildlife is crucial to helping the agency use its wildlife strike database for a greater understanding of the problem.

You can find FAA Form 5200-7 online, as the FAA now provides electronic filing for wildlife strike reports. In addition, the FAA maintains an Airport Wildlife Hazard Mitigation Home Page, which serves as a good resource for information regarding wildlife aircraft hazards.

*Susan Parson is a special assistant in Flight Standards Service's General Aviation and Commercial Division. She is an active general aviation pilot and flight instructor.*

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

**In the mood to interview a flight instructor?** A binder containing a bio on club flight instructors is now featured at the dispatch desk.

**Volunteers Needed:** Long Beach Airport hosts Full-Scale Triennial Exercise. Sign-up to volunteer at the Long Beach Airport's full-scale exercise (drill) on Friday, April 24, 2009 at 10:00 p.m. The drill will simulate a 6.4 magnitude earthquake two miles north of the Airport and will involve an aircraft incident. A minimum of 100 volunteers are needed for various assignments, including playing an injured person, family member, member of the media, etc. To participate, volunteers must be at least 18 years old and may be asked to stand and/or walk for up to one hour without rest, in the outdoors. Please go to [www.lgb.org](http://www.lgb.org) for all the details or contact: [Maricela\\_DeRivera@longbeach.gov](mailto:Maricela_DeRivera@longbeach.gov).

<b>C A L E N D A R</b>	March 25:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. This is our annual recurrent TSA Security Awareness training as required by the FAA -- so don't miss this one!
	April 4:	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
	April 5:	Santa Paula - 1st Sunday of each month, Antique cars Planes Hangers, Museum.
	April 18:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.
	April 29:	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!

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



- MAURICIO CORTES
- MATTHEW DOBBERPUHL
- DANIEL HUNTER
- JOSEPH HUNTER
- GREGORY JOHNSON
- DANIEL KEMMETT
- KYLE GLENN LANCE
- FRANK QUINONEZ
- DONALD SWETT
- EMERSON TORRES
- PHONG TUAN VU
- JIM WATSON
- CHI HANG YAU



- HAPPY MARCH BIRTHDAYS**
- JOHN BERG
  - MARKALAN BROWN
  - ERWIN CHOW
  - RODNEY CONNER
  - MATTHEW DOBBERPUHL
  - JEFF DVONCH
  - JASON ENYART
  - KIMBERLI FETERIK
  - RENE FRANCO
  - TIM FRIEDLANDER
  - ALLAN GILLMAN
  - STEVE GONZALES
  - RONALD HECTOR
  - DANIEL HERSHFIELD
  - CHRISTOPHER HICKS
  - DANIEL HUNTER
  - LYNN JAMES
  - WAYNE LAMBERT
  - NHIATENG LEE
  - DONALD MIKAMI
  - HOWARD NESTMAN
  - JASON PEREZ
  - KRIS PETERSON
  - FREDERICK PITCHER
  - CHRIS PRETER
  - GILBERT PUNSALAN
  - GREGORY RATAJSKI
  - SAMUEL RAYMOND
  - SHERWIN RICHARDSON
  - EDWARD RONQUILLO
  - MOJGAN SAVEJANI
  - CHRIS SCHULDES
  - RAND STERRETT
  - LAMBERT YUEN

As published Edition 58 of the Los Angeles Terminal Area Chart on the Class B Transitions Panel:

**DISNEYLAND THEME PARK**  
Pursuant To Public Law 108-199, Section 421, aircraft flight operations are prohibited at and below 3,000 feet MSL within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W) or the Seal Beach (SLI) VOR TAC 067 degree radial at 6.7 nautical miles except as specified. See Airport Facility Directory for details.

Recommendation by the Southern California Airspace User's Working Group for Edition 59:

Pursuant to Title 14 CFR Section 99.7, Special Security Instructions, all aircraft flight operations are prohibited up to and including 3000 ft agl within a 3 nautical mile radius of the Disneyland Theme Park (334805N/1175517W) or the Seal Beach (SLI) VOR TAC 066 degree radial at 6.8 nautical miles except as specified. See Airport/Facility Directory for details.

Note 1: Similar language change will be made in the A/FD.  
Note 2: Recommendation of text change does not imply agreement with the prohibition.

Make sure to checkout [www.scauwg.com](http://www.scauwg.com) for the latest airspace information!

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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!

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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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\$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

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# SAVE THE DATE



## Long Beach Airport Full-Scale Triennial Exercise

Friday, April 24, 2009 – 2200 hours (10:00 p.m.)

- Long Beach Airport and the Long Beach Fire Department are sponsoring a full-scale exercise (drill). To maintain FAA certification, various emergency response agencies are required to conduct a triennial emergency exercise in which the response and operational readiness can be evaluated and tested. The drill will simulate a 6.4 magnitude earthquake two miles north of the Airport. This is meant to test the initial response of emergency personnel, Airport staff and Airport tenants.
- A minimum of 100 volunteers are needed for various assignments, including playing an injured person, family member, etc.
- To participate, volunteers must be at least 18 years old and may be asked to stand and/or walk for up to one hour without rest, in the outdoors.
- To volunteer, please contact Long Beach Airport Public Affairs Assistant Maricela de Rivera at (562) 570-2674 or [Maricela.deRivera@longbeach.gov](mailto:Maricela.deRivera@longbeach.gov)