



# LONG BEACH AIRPORT ASSOCIATION

*"In support of general aviation and aviation in general"*

LBAA P.O. BOX 91372 LONG BEACH, CA 90809

\* FIRST QUARTER 2008 NEWSLETTER \*

JAN / FEB / MAR

## 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: April 6th.

## NEW/RENEWED MEMBERS- WELCOME!

David and Marina Vessy, Duane Barnes, Keith Furlong of California Flight Center (thank you for the extra donation!), John Murrill, James Ziegler, Marcia Heck, Paul Villa, B.E. Parker, Marvin Granger (thank you for the extra donation!), Charlie Zabinski (thank you for the extra donation!), Richard O'Reilly, Paul LaGree, Marvin Ballard (thank you for the extra donation!), Dick Double, Larry E. Olson, Ron Hodge, John E. Norberg, Harry Thielen of Thielen Investigations, Peter Engler (thank you for the extra donation!) and Bill Smith (thank you for the extra donation!)

*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!*

*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.*

## LONG BEACH AIRPORT ASSOCIATION GENERAL MEMBERSHIP AND SAFETY MEETING

**WHEN:** WEDNESDAY, JANUARY 30th, 2008  
**WHERE:** AIRFLITE  
**TIME:** 6:30 PM HANGAR FLYING  
7:00 PM LGB USER'S FORUM  
7:30 PM PROGRAM

**TOPICS:** \* RUNWAY SAFETY FOCUS GROUP SYNOPSIS  
\* CONSTRUCTION, PROPERTIES & AIRSHOW '08 UPDATES

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great quarterly raffle!!!**

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## PARKING STRUCTURE APPROVED; EIR SUIT TO BE HEARD Submitted by Kevin McAchren

The Long Beach Planning Commission gave its blessing to a re-designed airport parking structure site plan earlier this month. Although a part of the overall airport terminal improvement plan approved by the City Council in 2006, concerns had been expressed by the commission regarding the size and design of the structure last year when original plans died on a tie vote of that body. The garage will be four stories high, with one below-ground level and provide just under 4,000 spaces. This new construction, along with the existing, smaller structure, and ground level parking will provide for all parking needs within the immediate terminal area, and eliminate off-site parking such as lot "D", which is on month-to-month lease with the Boeing company, pending other uses. Also, the Long Beach Unified School District's suit against the city's EIR (Environmental Impact Report) on the airport terminal plan will be heard in Santa Ana Superior Court on Wednesday, February 13. Although some preliminary planning and design of the project has occurred since council approval, construction cannot take place before the adequacy of the EIR is adjudicated. How soon the judge will rule on this case is not known at this time.

## MORE AIRPORT LAND FOR AVIATION USES? Submitted by Kevin McAchren

While use of airport land for non-aviation purposes has been an unfortunate trend at LGB and other airports (a trend your LBAA has actively opposed), there may be some good news on this front in the not-to-distant future. A portion of the Kilroy project (immediately adjacent to the left-side, approach end of Rwy 30) has been used for automobile parking under a waiver from the FAA for some years. That waiver expires in August of 2009 and it is the intention of the airport to return this to general aviation use. No specific development plans are yet in the offing.

## LGB "AIRFEST" THIS SUMMER? Submitted by Kevin McAchren

A group connected to the Long Beach Sea Festival is planning a possible "Wings Over Long Beach" event the weekend of August 23 & 24, 2008. This year's show would be a modest event, but would set the stage for a larger program in succeeding years. 2008 would feature static displays of military and civilian aircraft, as well as a job fair. The location of the event on the airport is being discussed; one preliminary planning meeting has already been held.

## MEMORIAM FOR LOCAL PILOTS

Pilot Bob Schenbeck, a long-time member of Pilot's West and the Long Beach Airport Association, passed away November 11, 2007 from small cell lung cancer. A memorial service was held at Airflite. Bob held a private pilot glider certificate, along with a instrument/commercial single-engine airplane (both land and sea) and multi-engine land. He also was a certified CFI, CFII and MEI flight instructor with ground instructor, advanced ground instructor, and instrument ground instructor. Bob will be greatly missed by everyone.

Aviation legend Richard Probert, 58, passed away October 4, 2007 after a seemingly minor automobile accident. Richard was the President and Founder of Aero Technology and is survived by his wife, Tatyana; children, Victoria and Dallas; father, Dick Probert; and numerous extended family and friends. "A Celebration of Life" luncheon was held for Richard at Signature at Aeroplex. Richard's licenses included: instrument single- and multi-engine land and sea, with P/G 111 type ratings. Richard will be dearly missed.

# LONG BEACH AIRPORT ASSOCIATION

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## "THERE IS TROUBLE IN THE AIR NEAR LONG BEACH"

Submitted by John Ringel

The Southern California Airspace Users Working Group (SCAUWG) has been in lengthy discussions with Jet Blue Airways and SOCAL on a safety issue that should be a concern to all pilots operating out of the Southern California basin airports.

Jet Blue Airways is experiencing an excessive amount of TCAS Resolution Advisories on their arriving and departing flights at the Long Beach Airport. What is TCAS? The Traffic alert and Collision Avoidance System is an electronic device which is designed to reduce the danger of mid-air collisions between properly equipped aircraft. This system constantly monitors a protective bubble of airspace around an aircraft in flight. TCAS relies on transponder signal input from other aircraft to create a picture or "paint" aircraft targets on the pilot's navigation display. This system is totally independent of Air Traffic Control. When the TCAS system senses a threat, it warns pilots to the presence of other aircraft which may present a time-critical threat. TCAS, in some extreme cases, will deliver a 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". When an RA is announced, the pilot will disengage the autopilot and auto throttle system immediately. The escape maneuver that follows has to be flown manually. Flight director commands as well as ATC advisories will be ignored by the flight crew. TCAS does not issue any turn commands. Once the escape maneuver is completed, and the threat is cleared, the flight crew will return to their assigned altitude. ATC is usually alerted by the flight crew after the RA maneuver is completed. ATC's only responsibility during an RA is to keep all other threats away from this aircraft.

Why is this important to the pilots in the Southern California Basin? Our home airspace is a rather diverse and complex area in which we all navigate. You don't have to be told how challenging it can be to fly from Torrance to Fullerton airport, or perhaps to make your way to the southern practice area in the Los Angeles/ Long Beach Harbor area. The areas which are most affected by these TCAS RA's are located near the Long Beach Airport. One of the critical areas is located just southeast of Long Beach airport. This area is along the coastline and just north of the Seal Beach Naval Weapons depot on the final approach course to Runway 30 at KLGB. Another larger area of concern is the airspace located between the 405 and 110 freeway interchange to the Los Angeles/ Long Beach Harbor area. The altitudes can be as low as 1500 feet to as high as 5000 feet. Dependant upon what airport you depart from, most traffic may transit through this "funnel" to the practice area and beyond. Jet Blue Airways also uses this same airspace to climb and descend when leaving and arriving the Long Beach Airport. These high performance aircraft can sneak up on you if you aren't paying attention. Extreme vigilance and common sense should always be exercised when flying through these areas. A good suggestion would be to tune in the Long Beach tower frequency or SoCal frequencies and listen for commercial airliner traffic departing the Long Beach Airport. The most important suggestion is to not loiter in this departure and arrival airspace or perform practice maneuvers of any kind anywhere near this area. Wait until you are well clear in the practice area before starting any flight training maneuvers. Look for important new changes on the new Los Angeles TAC chart. The new chart was released in mid December, 2007. Please take the time to review these areas and plan your departures and arrivals accordingly.

What will happen if pilots ignore this important safety information? First off, no one wants a repeat of the 1986 Cerritos midair accident. While it is most prudent to use the see and be seen technique, this will not be the ultimate solution. It was proven by the NTSB that the see and be seen technique was not a factor in Cerritos. Why is this issue so critical to all pilots? If the FAA does not see an improvement to these incidents of RA's, we could very easily find ourselves with Class C airspace over the top of Long Beach Airport. SCAUWG has been debating the Class C airspace issue with Jet Blue Airways for several months. SCAUWG has proposed several alternatives to Class C airspace. Instituting this type of airspace will surely cause departing and arriving delays for GA aircraft and other untold negative economic issues for businesses at the Long Beach Airport. Placing Class C airspace over Long Beach will make an already complicated piece of airspace even more complicated. In certain areas, the compression of aircraft trying to navigate through the area will create an even greater hazzard than we have now. We will also lose the freedom to transition through these areas without having to talk to SOCAL. How can we keep this from happening? All you have to do is stay vigilant, stay informed, and most important of all, refrain from loitering in these departure and arrival areas. It is imperative that these TCAS RA's be reduced dramatically. Together, with a concerted effort by all pilots in the Los Angeles area, we will continue to operate in a safe flying environment. This goal is not only for the airline passengers, but also for the GA pilots that enjoy our diverse and complex airspace.

For those that are interested, a powerpoint presentation is available for your organizations and flight schools as an educational tool. SCAUWG meets once a month on the second Tuesday at 10 am. These public meetings are held at the Airflite facility at the Long Beach Airport. Please try to attend one of these meetings and voice your opinion and ideas. If anyone has questions or comments, I may be reached by email: skykingdc10@hotmail.com.



# AIRFIELD NEWS



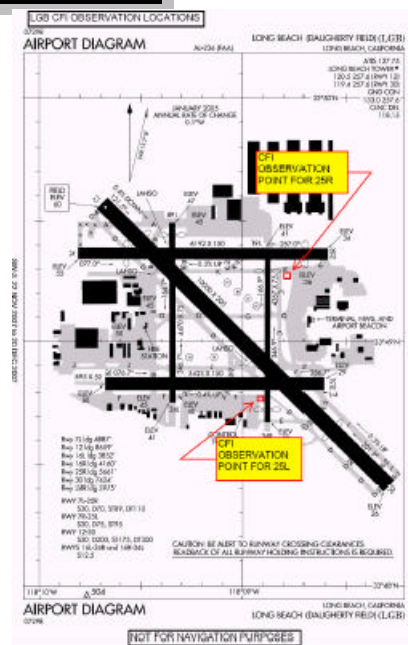
## WHAT'S UP? FINALLY, SOLOING MADE SIMPLE!

Announcing a new opportunity for Flight Instructors! We now have two dedicated locations on the airport to supervise student first solos. The site for Runway 25L is on the southwest corner of the intersection of Runway 34R and Taxiway Foxtrot. For Runway 25R, the southeast corner of Taxiways Charlie and Kilo. Access to a handheld radio and/or a cell phone is advisable.

## ASPHALT JUNGLE

The runway safety focus group has been studying ways to mitigate the effect of our pavement geometry. The first synopsis of recommendations included:

1. Pavement Reconfigurations
  - a. Twy B between Twy D and Runway 12-30: Close, paint green and reconfigure the holdbar and taxiway centerlines.
  - b. Widen and reconfigure connectors between Twy K and Rwy 25R.
  - c. Remove unused connector pavement between 25R and the perimeter road.
  - d. Reconfigure Twys F1 and F2 to make 90 degrees to runway 7R-25L.
  - e. Reconfigure Twy G between 16R-34L and Twy B to make 90 degrees to Rwy 16R-34L.
2. Signage
  - a. Reposition one "Terminal" sign to better direct from Rwy 30.
3. Additional Equipment
  - a. Elevated guard lights at five more crossings/intersections.
4. Procedural Changes
  - a. Expected Taxi Routes were developed but never passed the draft stage.
  - b. Currently, there is no VOR Test Site (VOT) south of Runway 25L. There should be at least one VOT site on the south side. Since the majority of flight schools and general aviation parking is south of 25L, this results in a significant number of unnecessary runway crossings. Possible sites: Run-up area at Twy F and Rwy 7R and near run-up area on Runway 34R at Twy D.
5. Pilot Education
  - a. Put Expected Taxi Routes and Airport Diagram Hot-Spot Chart on LGB.gov for pilot access.
  - b. Presentations by LGB Tower on pertinent runway incursions at each quarterly Long Beach Airport Association General Membership meetings.



## CLASSROOM CORNER.....LET'S GET STARTED ON 2008.....HANK SMITH

"What is not started today is never finished tomorrow." -- Johann Wolfgang von Goethe

I've been asked to explain the "continuous" aspect of our Private Pilot Ground School. Well - Ok - Fine.....Ya see, there's this picture made up of 14 subject areas that, when assembled (like a puzzle), presents 'All you ever wanted to know about being a pilot.' I have structured these subjects into 16 (mostly) autonomous presentations. After class #16, we continue immediately into class #1, thus providing a seamless continuity of the learning process. This "wrap-around" feature makes it possible to begin almost anywhere during the course and continue to completion. Even beyond that, many people are not aware that I offer "continuous" attendance beyond 16 meetings, at no additional cost. Once you have signed up for this class, you are entitled to attend (and re-attend) any or all classes until you attain your Private Pilot Certificate. That said, the next Private Pilot Ground School "begins" Tuesday, January 29th. I'm working on our next Instrument Ground School, which will begin soon. Also-The Aircraft Dispatcher Class is slated to begin in January. "A question that sometimes drives me crazy: am I or are the others crazy?" -- Albert Einstein. The jury is still out on me.....Hank (562) 424-2288

## LONG BEACH AIRPORT ASSOCIATION 4th QUARTER GENERAL MEMBERSHIP MEETING

At the 4th quarter Long Beach Airport Association meeting, held on October 24th at AirFlite, two Grand Prizes of our world-famous raffle, Spectroniq DVD Players with Carrying Cases were awarded! Here's the rest of the results of our world famous raffle:

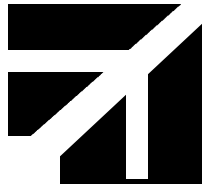
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MIKE HANSON	Luggage Tag	DEBORAH VEADY
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TOM KROWLESKY (regifted to DON THOMPSON)	AirForce One Kid's Playset	PILOT SHOP
DON THOMPSON	Everest Headset Bag	PILOT SHOP
ED LOFTUS	Pilot Bear	SIGNATURE
DON THOMPSON	Cap and mug Combo	SIGNATURE
ED SOLOMAN	Mini Mag Flashlight	AIRFLITE
MIKE HANSON	Gift Bag: hat, shirt & fuel tester	AIRFLITE
PHYLLIS ORTMAN	Gift Bag: hat, shirt & fuel tester	AIRFLITE
TOM KROWLESKY (traded with PHYLLIS ORTMAN)	Reading Light	AIRFLITE
TOM KROWLESKY (reporter lost track of the trading)	Mayday the Cat	AIRSERV
CHARLIE ZABINSKI	'08 FAR/AIM & fuel tester	LB FLYING CLUB
DAVE JANKO	'08 FAR/AIM & 2008 day planner	LB FLYING CLUB

Thanks to all the donations that made this raffle so successful and to the Airport Bureau for the great snacks. And thanks to all for the show of support for aviation at LGB! It was great seeing everyone and we'll see you next quarter!

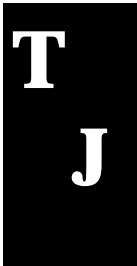
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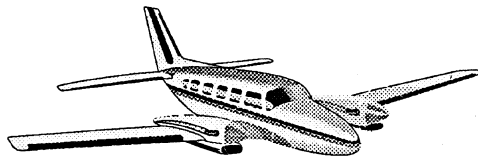
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WINTER 2008!

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