

LONG BEACH AIRPORT ASSOCIATION

"In support of general aviation and aviation in general"

LBAA P.O. BOX 91372 LONG BEACH, CA 90809 * FOURTH QUARTER 2008 NEWSLETTER * OCT / NOV / DEC 2008

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 6th.

NEW/RENEWED MEMBERS WELCOME!

DUANE BARNES, PHILLIPS BARTON, JOHN BERG (thank you for the extra donation!), FRED CALLISON (thank you for the extra donation!), CARL DUCKWORTH, BRUCE FITZPATRICK, MYLES FOLGER, HAL REED from FUEL CONTROLS, ROBERT HARTER, LYNN KROUGH (thank you for the extra donation!), MILLIONAIRE NORTH (thank you for the extra donation!), DON MYHRA, RICHARD O'REILLY, and BIRCH PARKER!

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, OCTOBER 29th, 2008
WHERE: AIRFLITE
TIME: 6:30 PM HANGAR FLYING
7:00 PM LGB USER'S FORUM
7:30 PM PROGRAM
TOPICS: * Airport/Taxiway Construction Update
* Wings Over Long Beach Update

**We will be raffling a 200
channel scanner including
aviation bandwidth!**

Airport Operations
Dennis Lord

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 Bureau and AirFlite
Contact AirFlite for directions 562-490-6200

W O L B RETURNS by Kevin McAchren

"Wings Over Long Beach", after a ten-year hiatus, has been resurrected and will take place on the weekend of November 15-16, albeit under new direction and in a new location on the airport.

Last held in 1998 to mark the 75th anniversary of LGB, this year's show is headed up by local pilot and Southern California Edison Co. executive Dennis Lord. The location will be on the west side of the airport, along Taxiway "B" and Runway 16R, with the public entrance at the end of Wardlow Road, and parking in the adjacent C-17 facility lot. Static displays of military and civilian aircraft will be featured, but no flight demonstrations will occur.

The event will celebrate both Air Force Week and the 85th anniversary of LGB, and feature a job fair aimed at bringing youth into aviation.

Parking is free and admission is \$5.00 per person with children under five years of age free. For more information: wingsoverlongbeach.com.

CHANGE IN COMMAND UPCOMING by Kevin McAchren

With the departure of Christine Andersen from the newly upgraded position of Airport Director some months ago, Christine Edwards, a twelve-year LGB veteran, has been serving as Assistant Manager, with retired Airport Manager Chris Kunze filling in as Acting Director. This will all change soon since application for the permanent Airport Director closed on October 3.

In an announcement that stunned many in the crowd, Christine Edwards announced at a meeting on October 8 that she had not applied for the permanent position, having advised City Manager Pat West of her decision prior to the filing deadline. After what she described as a lot of soul-searching in view of her long-time dedication to LGB, Edwards also said she would be leaving LGB within the year for other pursuits, once an orderly transition to the new management has occurred.

There was no immediate word on who the candidates are, on how many applied, and no indication of

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C H A R T W A T C H

REQUESTING NOTICE OF CHART CHANGES

By Candy Robinson

My quest for an itemization of changes on the LAX TAC continues. In a recent communication from the Aeronautical Charting gurus, National Aeronautical Charting Office (NACO) in Washington, DC, a breakdown of the reasons why change data could not be added to the blank panel on the LA TAC was provided and is summarized/countered as follows:

- 1) Not all VFR charts have a blank panel to contain the new information.
Suggesting the blank panel is but one example of a possible format - that the information is disseminated is the important matter.
- 2) Assertion that change data is provided on navigation publications on some FAA publications and all non-FAA publications was considered inaccurate.

Change notification provided on FAA navigation publications:

(a) Airport/Facility Directory - "New or Changed Information - to alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data."

(b) Instrument charts/approach plates - none

Change notification provided on non-FAA navigation publications:

(a) California Guide to Airports - "change line" shows what has been changed and the date of the revision. A slash (/) is used to differentiate between the two airports on each page. The change data appearing before the slash refers to the airport at the top of the page.

(b) Jeppesen - Low altitude enroute chart contains change data near the fold of the chart on the title panel. As an example, the syntax of a chart change made in 2001: Santa Ana, Calif El Toro/NZJ VOR Ident changed to ELB. The same change was shown on the A1/A2 chart (the IFR equivalent of the TAC) in the margin at the bottom of the chart: CHANGES: ElToro, Calif VORTAC converted to VOR and Ident changed to ELB. Similarly, changes to Jeppesen approach plates are shown in the lower margin.

(c) Flight Guide - Changes are noted on the bottom of the changed airport diagram pages, right justified. An example of the language of the change on the last LGB airport diagram: "change: Elevation, PAPI Rwy 25L, Taxiways, Hangars, FBOs 08-06."

- 3) NACO lacks resources to compile the change data. Also, if one chart gets changed, then all charts have to be changed.

The mentality that 'it's always been done this way and therefore we can't change things' is outmoded. In today's computer world, we know that all of the chart changes have to be on a computer record somewhere and the only issue is to find a space on the Sectional or TAC to list those changes.

- 4) NACO philosophy has always been for pilots to treat a chart as if it were the first time viewing it. Jeppesen expects pilots to review the entire chart even though they highlight changes in general terms. FARs require pilots to review all available information before a flight.

For a chart as complex as the LA TAC chart, the expectation that flight planning for pilots includes a complete analysis of the TAC chart is unrealistic and prohibitively onerous. A panel-by-panel analysis, expired chart versus new chart, takes about 4 hours by an ATP pilot with substantial experience in the Los Angeles basin. Jeppesen's philosophy of providing highlighted changes is realistic. A table of recent revisions would assist pilots to review the chart.

- 5) Major changes to the charts are already published in the Chart Bulletin section of the Airport/Facility Directory.

The purpose of the Chart Bulletin Section of the A/FD is to provide a list of changes that have occurred since the last publication cycle. When the change is made to the chart, the itemization is dropped from the A/FD. Any changes with an effective date the same as the chart publication date are not itemized and are simply added to the chart.

AIRFIELD NEWS

IN MEMORIA By Candy Robinson

The aviation community mourns the passing of HAROLD FREDERICK LEICHER on October 11, 2008 in a skydiving incident at Perris Valley Skydiving Center. Details are not official yet, but it appears that during a 31-way formation dive Harry may have experienced a heart attack. Harry had logged over 5,600 jumps.

The news spread rapidly on October 11th, coincidentally the 39th anniversary of his first jump. Skydivers from all over the world quickly began sharing their memories of our highly regarded colleague and his contributions to skydiving and aviation in general. One blogger shared, "Harry would be the last person you'd think would go in. He apparently did everything right. He turned 60 about two weeks ago and proudly wore his SOS shirt that day." SOS stands for Skydivers Over Sixty.

Harry was a multi-engine ATP pilot, with single-engine Commercial privileges, and a single-engine, multi-engine and instrument airplane flight instructor. He was also active in several skydiving and piloting associations, including: POPS (Parachutists Over Phorty Society), United States Parachute Association, Long Beach Airport Association and the Experimental Aircraft Association, and wrote articles for many aviation newsletters, including Long Beach Flying Club.

He was selected as 2004 CFI of the Year, not only from Long Beach FSDO but also from the FAA Western Pacific Region.

Harry was a consummate pilot. One of his favorite sayings was, "If the pilot makes a mistake, the PILOT dies and if the controller makes a mistake the PILOT dies." He went on to explain, "If the controller tells you to do something, which you see may put you or others in danger, you can say NO, and break that chain. This may mean going around, for example, instead of switching runways when a landing airplane takes too much time getting off the runway. If you feel you're too close to touchdown to make the change safely, you can say so and go around."

His profile for our lobby sign summarized his life and his philosophy, "Trained at Long Beach Airport. As a child, saw a production of Peter Pan, decided wanted to fly and not grow up; strive to give each student the best value for each dollar spent on training; has learned many 'tricks of the trade' over the years, and passes them on to students so they can fly with 'relaxed precision'; managing the pilot's workload during a flight is of prime importance, as a reduced workload makes for a safer flight. Master CFI 2003 to present, CFI of the year 2004.

In addition to being a fine aviator, Harry was quite a character.

He married his wife at the Lost Prairie drop zone: the first part of the ceremony took place in free fall, officiated by fellow skydiver "Mad John" Dobleman, with the reception at the aviation-themed Lang Creek Brewery. His wife was under pressure because, before exiting the aircraft, Mad John told her that if she went low, the wedding was off. Anyway, she docked in time and they celebrated by drinking a lot of "Skydiver Blond" beer.

Harry used to bring his scrapbook by the club, filled to the brim with a ton of shots of skydiving memories - including a formation dive with less-than-fully-clothed jumpers.

Harry wrote about his first solo May 1, 1978 in N714GF, "I can remember singing to myself the words from Carl Boenish's 1977 film 'Wings' (a skydiving film):

Give me wings so I can fly
Touch the clouds and touch the sky
Give me wings so I can fly away from the world and all its troubles
I am free, now that I've found my wings."

He is survived by his wife, Janna, and scores of family members and friends. We will always appreciate his contributions to the club and trust that he's gone on to his famous Blue Skies. We'll miss you, Harry...

NEW WEBSITE FOR AIRSPACE ISSUES

For pilots who are interested in keeping abreast of airspace issues in southern California, take a look at www.scauwg.org (Southern California Airspace Users Working Group). This forum, presently under development, is being developed under the auspices of Southern California Airspace Users Work Group -- Education Committee.. It is intended that the forum will be used as a communication platform to discuss the various issues of flying in the UNIQUE airspace that makes up the Southern California basin.

GOOD NEWS: FAA EXTENDS FIRST, THIRD CLASS MEDICALS By AOPA ePublishing staff

Pilots under age 40 can save a trip to the AME. On July 24, the FAA extended the duration of third class medicals from 36 calendar months to 60 calendar months (five years) and first class medicals from six calendar months to 12 calendar months for pilots under age 40. "This is welcome news for the GA industry," said AOPA President Phil Boyer. "AOPA supported the FAA's move that makes it easier and more affordable for younger pilots to fly." Current and expired medical certificates are grandfathered under this rule. Read more on <http://www.aopa.org/epilot>.

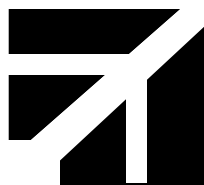
PHYLLIS ORTMAN APPOINTED TO AIRPORT ADVISORY COMMISSION

Several Long Beach Airport Association members were on-hand at the September 23rd City Council meeting to cheer on Phyllis Ortmann as her appointment to the Long Beach Airport Advisory Commission was announced by Mayor Bob Foster. Phyllis was a tireless force during our fight to oppose the residential component of Boeing Realty's Douglas Park. Thanks to Phyllis, along with the support of the Lakewood Neighborhood Association, of which Phyllis is the president, the residential component of Douglas Park will be replaced with light industrial and commercial, a much more appropriate use of the property adjacent to the airport's northern boundary. Boeing has recently announced that they have begun the rezoning process, from residential to commercial. As for our newest Airport Advisory Commission member, we look forward to working with her! Commissioners serve 2-year terms and can be re-appointed for up to 4 terms. Her appointment marks the first time in over 2 years that the commissioner has been fully staffed with all nine seats filled.

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HAROLD FREDERICK LEICHER
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