ACES HIGH
AVIATION

A Note from Sam

Owner, Aces High Aviation

Welcome, and congratulations on taking the first step.

Getting on our waitlist means you've made a real decision, and that matters. A lot of people talk about learning to fly. You're actually doing something about it. That alone puts you ahead of most.

Aces High has been at Long Beach Airport since 2010, and one thing has never changed: our commitment to producing good, safe, well-rounded pilots, not just people who passed a test. Every student who comes through our doors gets the same promise: we genuinely want you to succeed, and we want to do it the right way.

After years of watching students come through at every level of preparedness, one pattern stands out more clearly than any other: **the students who do the best are the ones who are the most prepared, put in the most time on the ground, and work the hardest.** Not necessarily the ones with the most natural talent or prior experience, the ones who show up having genuinely done the work. That's exactly what this guide is here to help you do.

Work through this at whatever pace suits your life. There's no rush, no deadline, and no judgement if some modules take longer than others. Everyone comes to this from a different starting point, and that's completely fine.

We can give you the tools and the instruction, but you still have to go home and open the book, watch the video, and open the app. That's what makes all of this flow smoothly.

One last thing. I want you to know that I'm always here for you. Keep an eye on the LED light bar in the front office. When it's green, I'm in the building. Come find me any time. When it's red, I'm always at the end of the phone, personally. I can fix, help with, or suggest a solution to 99% of problems that come up during training. But I need to know about them.

Sam
Owner, Aces High Aviation
Long Beach Airport (KLGB)

ACES HIGH AVIATION

— KLGB · Long Beach Airport —

Student Waitlist Programme

Your Ground Study Guide

This programme is designed to compress your learning curve in the first 20 hours of flight training. Each module has a clear reading assignment, some ground tasks, and recommended apps and videos. **Work through it at whatever pace suits your life, there are no deadlines and no pressure. Every bit of study you do before your first lesson is time and money saved in the cockpit.**

How to use this guide

There are no deadlines here. Work through the modules in order at your own pace, some students will move quickly, others will take more time. Both are completely fine. Small, regular sessions work better than trying to absorb everything at once.

Download the handbooks (both free): AFH, Airplane Flying Handbook (8083-3C) PHAK, Pilot's Handbook of Aeronautical Knowledge (8083-25C)

A separate goal: the FAA Written Knowledge Test

This guide and the FAA written test are two different things. This guide prepares you for the cockpit. The written test is a separate FAA requirement, and it covers a much broader range of theory. We strongly recommend working through one of the ground school apps below either alongside this guide or once you have completed it. We like our students to have the written test passed before they go solo, which typically falls around the 40 to 50 hour mark in training. Starting early gives you plenty of time and takes the pressure off.

Recommended apps: Pilot Institute (Sam's current top pick) | King Schools | Sporty's Pilot Training | Gold Seal Ground School

Our score expectations:

85% Bare minimum. That's the pass mark and we expect you to hit it.

90%+ This is where we want you. Score 90% or above and come show us your result, there's an Aces High sticker with your name on it, locked away in Sam's desk waiting for you.

100% A perfect score earns you a free Aces High hat as well. It has happened. It can happen again.

MOD 1

Introduction to Flight Training

What flying is, how training works, and the rules of the road

☐ Reading

- AFH Chapter 1, pp. 1-1 to 1-14, *The full intro chapter: role of the FAA, your instructor, safety mindset*
- PHAK Chapter 1, Introduction to Flying, *Overview of pilot certificates and the path ahead*

✓✓ Ground Tasks

✓ **Download both handbooks** Save them to your phone so you can read anywhere

✓ **Learn the NATO phonetic alphabet** Alpha, Bravo, Charlie… practice until it's instant. You'll need it every flight

✓ **Find Aces High on the sectional chart** Go to skyvector.com → search KLGB → zoom in. Identify our runways (8L/R, 26L/R, 12/30) and the Class D airspace boundary

✓ **Listen to KLGB live ATC for 15 minutes** Go to liveatc.net → search KLGB → click 'Tower'. Just listen, don't worry if you can't follow it yet

☐ Apps & Tools

- Sporty's Pilot Training App, *Start the free private pilot course, work through the modules at your own pace*
- LiveATC.net / app, *Free live ATC streams from KLGB Tower, Ground, and Clearance Delivery*
- SkyVector.com, *Free browser-based sectional charts, bookmark KLGB*

☐ Watch

- "How to Become a Pilot (Step by Step)", Pilot Institute, *youtube.com/@PilotInstituteAirplanes*
- "What to Expect in Flight Training", MzeroA, *youtube.com/@MzeroA*

When you're comfortable with this module you should: know the phonetic alphabet, have both FAA handbooks downloaded, and have found KLGB on a sectional chart.

MOD 2

Your Airplane & the Cockpit

Flight controls, instruments, and knowing your machine before you get in it

☐ Reading

- AFH Chapter 3, pp. 3-1 to 3-5, *Effect and Use of Flight Controls (3-1 to 3-3), Attitude Flying (3-3 to 3-5)*
- PHAK Chapter 6, Flight Controls, *pp. 6-2 to 6-8: primary controls, ailerons, adverse yaw, trim systems*
- PHAK Chapter 8, Flight Instruments, *pp. 8-1 to 8-9: pitot-static system, altimeter, airspeed indicator, VSI*

✓✓ Ground Tasks

✓ **Memorise the C152 V-speeds** These are the numbers that run your airplane, know them before lesson 1

Cessna 152 Key V-Speeds (KIAS)

Vso	**35 kts**	Stall speed, flaps down (bottom of white arc)
Vs1	**40 kts**	Stall speed, clean/flaps up (bottom of green arc)
Vr	**50 kts (POH) / 55 kts (Aces High)**	Rotation speed, POH published speed is 50 kts. We use 55 kts for an added safety margin
Vx	**54 kts**	Best angle of climb, clearing obstacles
Vy	**67 kts**	Best rate of climb, gaining altitude fastest
Vg	**60 kts**	Best glide, engine-out emergency
Vfe	**85 kts**	Max flap extended speed, all flap settings
Va	**104 kts**	Maneuvering speed, max gross (1,670 lbs)
Vno	**111 kts**	Max structural cruise (top of green arc)
Vne	**149 kts**	Never exceed (red line)

Note: Always confirm V-speeds against your specific aircraft's POH. Slight variations exist between individual Cessna 152s depending on year and serial number.

✓ **Study the cockpit layout** Head to our fleet page at aceshighaviation.com/fleet, we have a clear cockpit photo of the C152 right there. Familiarise yourself with the six-pack gauges, throttle, mixture, and carb heat so nothing is a surprise when you climb in for the first time

✓ **Describe each flight control out loud** Aileron → roll. Elevator → pitch. Rudder → yaw. Practice until it's instant

☐ Apps & Tools

- Sporty's / Pilot Institute / King Schools, *Focus on the Flight Instruments and Aircraft Systems modules*

☐ Watch

- "Flight Instruments Overview", Sporty's Pilot Training, *Search: 'Sporty's flight instruments explained'*
- "How Airplane Controls Work", MzeroA, *Search: 'MzeroA flight controls explained'*

When you're comfortable with this module you should: have the V-speeds memorised, understand what each primary instrument does, and be able to name each control surface and its axis.

MOD 3

Ground Operations & Safety

Preflight, taxiing, checklists, and risk management

Reading

- AFH Chapter 2, pp. 2-1 to 2-6+, *Preflight inspection (2-1 to 2-5), taxiing procedures (2-6 onward)*
- AFH Chapter 1, p. 1-14, *Use of Checklists*
- PHAK Chapter 2, Aeronautical Decision-Making, *ADM, the PAVE checklist, and hazardous attitudes*

Ground Tasks

✓ **Learn the PAVE checklist** Pilot · Aircraft · enVironment · External pressures, your pre-flight risk tool

✓ **Learn the ARROW documents** Airworthiness cert · Registration · Radio station licence · Operating limitations · Weight & balance, required documents in every aircraft

✓ **Study the KLGB airport diagram** Download from faa.gov/lgb, identify all 5 runways, the main taxiways (J, D, K, F, L), run-up areas, and the Aces High ramp. The goal is that none of it looks unfamiliar on your first taxi

✓ **Watch the FAA's KLGB 'Know Before You Go' video** faa.gov/lgb, important KLGB-specific safety information from the tower controllers themselves

✓ **Read the KLGB tower tips** Key notes from KLGB controllers: Signal Hill reporting point, RWY 26L approach hold, staggered parallel runways, LAHSO operations

KLGB Key Facts to Know

Know Before You Go, Long Beach Airport (KLGB)

Airspace: Class D, ceiling 2,500 ft MSL. Underlies LAX Class B. Adjacent to Los Alamitos (KSLI) Class D.

Runways: Three runways, 08L/26R and 08R/26L (parallel, staggered thresholds), plus diagonal 12/30. Wrong surface landing risk is real, parallel runways are close together.

Tower hours: 0615–2345 local. When tower is closed, use CTAF 119.4.

Signal Hill: Key VFR reporting point for RWY 26L arrivals. ATC uses it to sequence traffic. Know where it is on the map.

Nearby airports: 5+ airports within 10nm, Compton (KCPM), Torrance (KTOA), Hawthorne (KHHR), Fullerton (KFUL), Los Alamitos (KSLI). Wrong airport landing risk is real.

Apps & Tools

- LiveATC.net, KLGB Ground (133.0), *Listen to ground control taxi instructions to build airport familiarity*
- Sporty's / King Schools, *ADM and risk management modules*

Watch

- "Cessna Preflight Walkthrough", Sporty's or MzeroA, *Search for a C152 or C172 preflight walkthrough. The technique and inspection items are almost identical, follow along with AFH 2-1 to 2-5*
- FAA 'From the Flight Deck, KLGB' video, *faa.gov/lgb, actual runway and taxiway footage from tower perspective*

When you're comfortable with this module you should: know the PAVE and ARROW acronyms, be familiar with the KLGB airport diagram, and understand the key safety nuances of flying at Long Beach.

MOD
3B

Fly Friendly SoCal, Being a Good Neighbour

Noise awareness, community respect, and KLGB-specific procedures

Flying out of Long Beach means being a good neighbour. Aces High Aviation is a member of Fly Friendly SoCal, a regional programme focused on reducing the noise impact of general aviation on the communities surrounding our airports. As a student here, these procedures are part of how we fly from day one.

Why It Matters at KLGB

Long Beach is one of the most noise-sensitive airports in Southern California. It is surrounded by dense residential neighbourhoods, and the City of Long Beach has one of the country's strictest general aviation noise ordinances (LBMC Chapter 16.43). This means that how you fly directly affects the airport's relationship with the surrounding community, and ultimately its continued viability as a general aviation airport.

KLGB Noise Abatement Procedures, Know These

KLGB Noise Abatement, Practical Rules for Student Pilots

Departure:

Use the full length of the runway when able, don't take intersection departures unnecessarily. Apply full power on departure and climb at best rate (Vy) to gain altitude as quickly as possible before reaching residential areas.

Pattern altitude:

1,000 ft MSL published pattern altitude for general aviation (1,060 ft MSL at KLGB, field elevation 60 ft). Stay as close to the airport and as high as practicable. A tight, high pattern is quieter and better. Avoid wide, low, dragged-in approaches.

Approach:

Fly on or above the glideslope/PAPI at all times. Avoid long, low, high-power, high-RPM approaches. Reduce power smoothly on final, don't fly a flat power-on approach into the airport.

Touch-and-go / pattern work curfews:

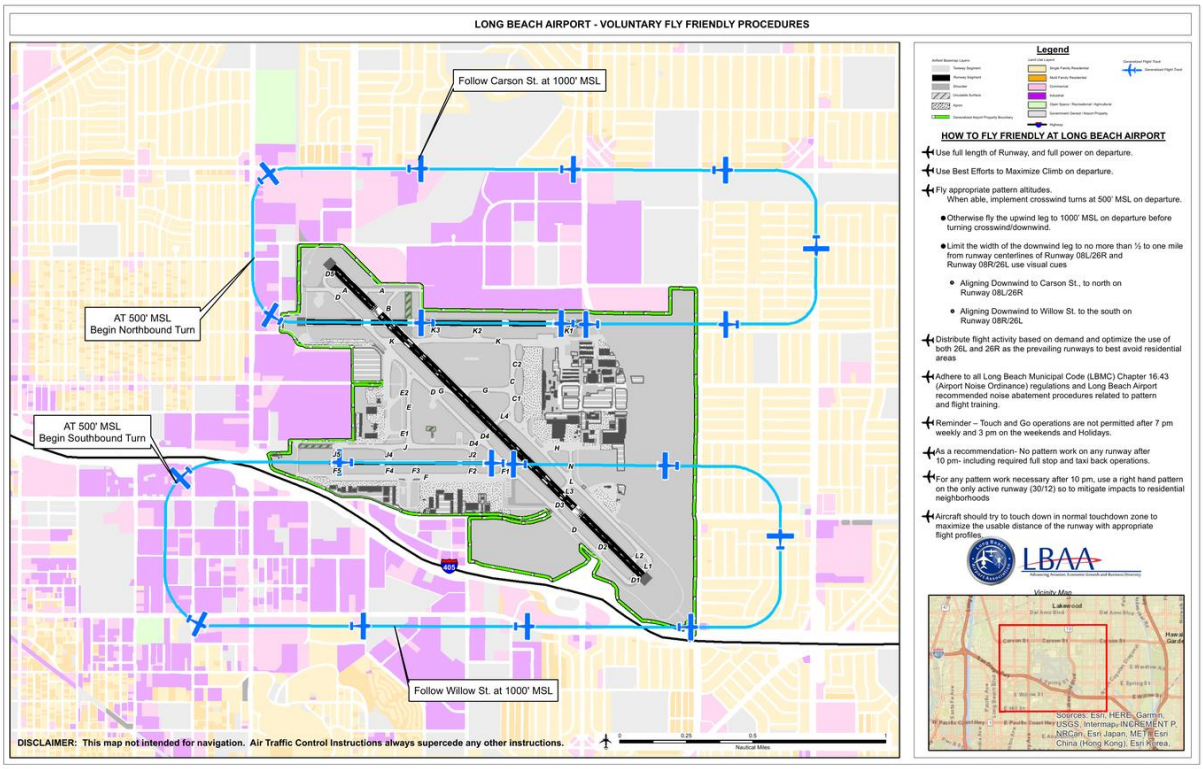
Touch-and-go and stop-and-go operations are only permitted 0700–1900 weekdays and 0800–1500 weekends and holidays (Rwys 08L/R and 26L/R). Pattern work should cease by 10:00 pm. After 10:00 pm, only Runway 12/30 is active.

Intersection departures:

No intersection departures between 10:00 pm and 7:00 am. During west flow, only Runway 30 is authorised for intersection departures during the day.

Your CFI will walk you through all of this before your first flight, you won't be on your own.

The map below shows the voluntary Fly Friendly pattern for KLGB, Carson Street marks the northern downwind for Runway 08L/26R, Willow Street the southern downwind for 08R/26L.



Source: Long Beach Airport Association, Voluntary Fly Friendly Procedures (March 2024). Not for navigation. ATC instructions always take precedence.

✓ Ground Tasks

The Big Picture

Safety first. Fly Friendly second. Always.

It's important to understand the hierarchy clearly: the FAA and 14 CFR govern your flight at all times. ATC instructions take priority. If following a noise abatement procedure would compromise safety, safety wins, every time.

Fly Friendly procedures are voluntary best practices, not regulatory requirements. But at KLGB, they are taken seriously by the school, the airport, and the community, and your CFI will incorporate them into your training from day one.

When you're comfortable with this module you should: understand the KLGB touch-and-go curfews, know the basic departure and pattern noise abatement principles, and be aware of why noise abatement matters at Long Beach.

MOD 5

Radio Calls & ATC Communication

The skill that separates confident students from overwhelmed ones

Radio communication is one of the biggest sources of anxiety and wasted lesson time for new students. The good news: it is almost entirely learnable on the ground. Students who arrive radio-ready are noticeably more confident and progress significantly faster.

Reading

- PHAK Chapter 14, Airport Operations, *ATC communication basics, light gun signals, airport operations*
- FAA Aeronautical Information Manual, Chapter 4, Section 2, *Radio Communications Phraseology and Techniques, search "FAA AIM Chapter 4 Section 2" or find it at faa.gov/air_traffic/publications*

Ground Tasks

✓ **Memorise the KLGB frequencies**

KLGB Key Frequencies

ATIS: 127.75 , Get this first, every time. Write down the identifier letter
Clearance Delivery: 118.15 , First radio call when ready to taxi, state ATIS, ramp position, intentions
Ground Control: 133.0 , Taxi instructions after clearance delivery
Tower: 119.4 / 120.5 , 119.4 for west flow (Rwys 26/30). 120.5 for east flow (Rwys 08/12). ATIS will confirm
SoCal Approach: 125.35 , After departure, handed off here for flight following
SoCal Departure: 127.2 , Departing Runways 26/30
Emergency: 121.5 , Guard frequency, always monitored

✓ **Practise these standard KLGB calls out loud, read them as if you're on the radio:**

Standard Calls, Practice These Out Loud

ATIS check (before calling anyone):
Listen to 127.75. Write down: runway in use, wind, altimeter, ATIS identifier (e.g. 'Information Bravo').

Clearance Delivery, Practice area (left at the river):
"Long Beach Clearance, Cessna 6111 Quebec at Aces High Aviation, request straight out departure on 26 Right for a left turn at the river, information Bravo."

Clearance Delivery, Pattern work (right closed traffic):
"Long Beach Clearance, Cessna 6111 Quebec at Aces High Aviation, request right closed traffic, runway 26 right, information Bravo."

Ground Control (after receiving clearance):
"Long Beach Ground, Cessna 6111 Quebec at Aces High Aviation, ready to taxi, runway 26 right."

Tower (holding short, ready for takeoff):
"Long Beach Tower, Cessna 6111 Quebec, holding short runway 26 right, ready for departure."

✓ **Listen to KLGB Ground and Tower on LiveATC for 20 minutes** Try to follow along, write down callsigns and read-backs you hear

AI Radio Communication Apps, Start These Now

PlaneEnglish ARSim, Best overall pick

The leading AI-powered ATC radio simulator. Uses real voice recognition, you speak out loud and it plays the ATC role. Covers taxi, pattern, approach, and departure phases. FAA WINGS credit approved. Used by the US Air Force for pilot training.

Free tier available • iOS & Android • arsim.ai

Comms: AI Pilot Training App, Good supplement

Scenario-based ATC practice app built specifically for student pilots. Covers taxi clearances, pattern entry, flight following, and airspace transitions. Clean interface, designed from the ground up for PPL students.

iOS • Search 'Comms AI Pilot Training' on the App Store

☐ Watch

- "Talking to ATC for the First Time", Sporty's or MzeroA*, Any video walking through a VFR departure call sequence at a towered airport*

When you're comfortable with this module you should: have KLGB frequencies memorised, be able to make a Clearance Delivery call from memory, and have spent some time on ARSim.

MOD 6

Aerodynamics, Weather & the SoCal Environment

How the airplane flies, what the weather looks like, and your local airspace

Reading

- AFH Chapter 3, pp. 3-6 to 3-22, *The Four Fundamentals: S&L (3-6), trim (3-10), turns (3-10), climbs (3-17), descents (3-20)*
- PHAK Chapter 4, Principles of Flight, *Lift, drag, thrust, weight, why the airplane does what it does*
- PHAK Chapter 5, Aerodynamics of Flight, *Stability, load factor, stalls, the concepts behind everything you'll do in the air*
- PHAK Chapter 12, Weather Theory (pp. 12-1 to 12-8), *Basics: atmosphere, temperature, pressure, wind*

Ground Tasks

✓ Read your first real METAR and TAF

How to Read a METAR

Go to aviationweather.gov and pull up KLGB. Decode this example:

METAR KLGB 290053Z 27010KT 10SM FEW020 17/12 A2993 RMK AO2

KLGB Station, Long Beach Airport
290053Z Day 29, time 0053 Zulu (UTC)
27010KT Wind 270° (west) at 10 knots
10SM Visibility 10 statute miles
FEW020 Few clouds at 2,000 ft AGL
17/12 Temperature 17°C, dew point 12°C
A2993 Altimeter setting 29.93 inHg

Student pilot VFR minimums in Class D: 3 miles visibility, 1,000 ft ceiling. This METAR is comfortably legal.

✓ Learn the SoCal training airspace around KLGB

Your Local Airspace, Know This Before You Fly

KLGB Class D, Surface to 2,500 ft MSL, approx 5nm radius. You need two-way radio contact with tower to enter.

LAX Class B, Sits directly above KLGB's Class D. Starts at 2,500 ft in our area. You need an explicit clearance to enter. Don't bust the Bravo.

KSLI Class D, Los Alamitos Army Airfield, immediately SE of KLGB. Separate Class D, coordinate with LGB tower when transiting.

Practice areas: LA Basin has 13 designated practice areas listed on the reverse of the LA TAC chart. Your CFI will show you which ones we use. Being on frequency and announcing your position is critical in these areas.

Nearby airports within 10nm: Compton (KCPM), Torrance (KTOA), Hawthorne (KHHR), Fullerton (KFUL), Los Alamitos (KSLI). Be aware of them, wrong airport landings happen.

✓ Chair-fly a complete flight, out loud, from memory

Chair-Flying, What It Is and How to Do It

Before you start, go to aceshighaviation.com/fleet and pull up the cockpit photo of N6111Q, print it out or prop your phone up in front of you. Looking at the actual cockpit as you go through the motions makes this far more effective than just closing your eyes.

Then sit in a chair, talk yourself through a full flight from start to shutdown as if you're in the cockpit. Point at the instruments in the photo as you reference them. Reach for imaginary controls. Say every radio call out loud. This builds muscle memory and mental models for zero cost.

Try this sequence:

→ Get ATIS (127.75) → write down identifier, runway in use, wind, altimeter

→ Call Clearance Delivery (118.15) → "Long Beach Clearance, Cessna 6111 Quebec at Aces High Aviation, request straight out departure on 26 Right for a left turn at the river, information Bravo"

→ Receive clearance → read it back fully
→ Call Ground (133.0) → "Long Beach Ground, Cessna 6111 Quebec at Aces High Aviation, ready to taxi, runway 26 right"
→ Taxi to runway → hold short → call Tower (119.4) → "Long Beach Tower, Cessna 6111 Quebec, holding short runway 26 right, ready for departure"
→ Receive takeoff clearance → read back → take off → climb to pattern altitude (1,060 ft MSL)
→ Depart to the north → left turn at the LA River → contact SoCal Departure (127.2), they will provide flight following or hand you off
→ Return to KLGB → get ATIS again → contact Tower for landing
→ Land → exit runway → call Ground → taxi back to Aces High ramp
→ Shutdown checklist

Apps & Tools

- aviationweather.gov, *Pull up today's KLGB METAR and TAF, decode both from scratch*
- ForeFlight or Garmin Pilot (free trial), *Optional, explore the weather and airspace layers around KLGB*
- ARSim, continue building your radio hours
- LiveATC.net, listen across all KLGB frequencies, *By now you should be starting to recognise the rhythm of calls. Try switching between frequencies: ATIS (127.75) to hear current conditions, Clearance Delivery (118.15) for departure requests, Ground (133.0) for taxi instructions, and Tower (119.4) for takeoffs and landings. Notice how each frequency has a different pace and type of communication*

Watch

- "How to Read a METAR", Sporty's or Pilot Institute, *Any video decoding a METAR line by line*
- "Aerodynamics of Flight", Pilot Institute or MzeroA, *Focus on lift, drag, and the four forces*

When you're comfortable with this module you should: be able to decode a METAR, know the airspace boundaries around KLGB, have tried a chair-fly session, and understand the four forces of flight.

MOD 7

Ground Simulation & Final Prep

Bring it all together before your first lesson

Reading

- AFH Chapter 6, pp. 6-1 to 6-5*, Takeoffs and Departure Climbs, pre-takeoff checks, normal takeoff, initial climb*
- PHAK Chapter 9, Flight Manuals and Other Documents*, Understanding the POH/AFM, how to use the checklist and performance charts*
- PHAK Chapter 7, Aircraft Systems (overview)*, Engine, fuel, electrical, pitot-static, know your machine*

Ground Tasks

✓ **Complete your written test prep baseline** Take a full practice test on King Schools, Sporty's, or Pilot Institute. Don't worry about your score, this is to identify weak areas. You'll be working on the written throughout your training

✓ **Chair-fly a full flight out loud** Sit somewhere quiet and talk yourself through an entire flight, get KLGB ATIS, call Clearance Delivery, taxi with Ground, take off with Tower, fly the pattern, land, and taxi back to Aces High. Use the radio call scripts from Module 5. Say everything out loud as if you're actually on the radio. Your CFI will be impressed if you arrive having already practised this

✓ **Look up the Cessna 152 POH** You can find it on our website at aceshighaviation.com/resources, Find the V-speeds in the limitations section and confirm they match the table in Module 2

✓ **Identify 5 airports near KLGB on a sectional chart** Use skyvector.com, find KCPM, KTOA, KHHR, KFUL, KSLI. Note their class of airspace and any frequencies

✓ **Set up ForeFlight or Garmin Pilot (optional)** Start a free trial. Add KLGB as your home airport. Pull up the sectional and familiarise yourself with the LA Basin airspace display

Home Flight Sim, Optional but Valuable

Flight Simulation for Student Pilots

You don't need a fancy setup. Even short sessions on a basic simulator helps build scan habits, control coordination, and spatial awareness. The goal is not to practice landings perfectly, it's to make the cockpit feel familiar.

Options:

• X-Plane Mobile (free on iOS/Android), basic but functional for a Cessna

• Microsoft Flight Simulator (PC/Xbox), most realistic environment, excellent for KLGB area flying

• X-Plane 12 (PC/Mac), strong GA aircraft simulation

At our school: We have a Redbird MCX simulator on site. Ask us about booking a pre-solo simulator session, it's one of the best investments you can make before your first flight.

Apps, Full Recommended List

Your Essential App Stack

Written test prep: King Schools / Sporty's / Pilot Institute, pick one and stick with it

ATC radio practice: PlaneEnglish ARSim (arsim.ai), AI-powered, voice recognition, FAA WINGS credit

ATC radio (supplement): Comms: AI Pilot Training App, App Store, scenario-based

Live ATC listening: LiveATC.net, stream KLGB Tower (119.4) and Ground (133.0) live

Charts & airspace: SkyVector (web, free) or ForeFlight/Garmin Pilot (subscription, recommended)

Weather: aviationweather.gov (free), official FAA weather source

Video learning: YouTube: Pilot Institute Airplanes · MzeroA · Sporty's Pilot Training · CFI Cindy

When you've worked through this module you should: have taken a practice written test, tried a full chair-fly with ATC calls, and feel genuinely prepared for your first lesson, not as a blank slate, but as a student who's already done real work.

This is just the beginning.

This guide is designed to smooth out your first 20 hours of flight time, but it is not the full picture. Once you are in lessons, your instructor will provide you with additional study material tailored to where you are in your training. Every stage builds on the last, and your CFI will guide you through all of it. Think of this guide as your runway, not your destination.

A separate goal: the FAA Written Knowledge Test

This guide and the FAA written test are two different things. This guide prepares you for the cockpit. The written test is a separate FAA requirement, and it covers a much broader range of theory. We strongly recommend working through one of the ground school apps below either alongside this guide or once you have completed it. We like our students to have the written test passed before they go solo, which typically falls around the 40 to 50 hour mark in training. Starting early gives you plenty of time and takes the pressure off.

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Our score expectations:

85% Bare minimum. That's the pass mark and we expect you to hit it.

90%+ This is where we want you. Score 90% or above and come show us your result, there's an Aces High sticker with your name on it, locked away in Sam's desk waiting for you.

100% A perfect score earns you a free Aces High hat as well. It has happened. It can happen again.

Quick Reference

Keep this page handy throughout your training

KLGB Frequencies

ATIS: 127.75 Check this first, always
Clearance Delivery: 118.15 First call when ready to taxi
Ground Control: 133.0 Taxi instructions
Tower: 119.4 / 120.5 119.4 west flow (Rwys 26/30) · 120.5 east flow (Rwys 08/12) · ATIS confirms
SoCal Approach: 125.35 Flight following inbound/outbound
SoCal Departure: 127.2 After takeoff on Rwys 26/30
CTAF (tower closed): 119.4 Tower hours: 0615–2345 local
Emergency: 121.5 Guard, always monitored

C152 V-Speeds (KIAS)

Vso 35 · Vx 54 · Vfe 85 (all settings)
Vs1 40 · Vy 67 · Va 104 (max gross)
Vr 50 / 55* · Vg 60 · Vno 111
· · Vne 149

** Vr: POH published speed is 50 kts. Aces High recommends 55 kts for an added safety margin.*

Key Acronyms

PAVE: Pilot · Aircraft · enVironment · External pressures (pre-flight risk assessment)
ARROW: Airworthiness · Registration · Radio licence · Operating limitations · Weight & balance
ATIS: Automatic Terminal Information Service, current airport weather and NOTAMs
LAHSO: Land and Hold Short Operations, may be issued at KLGB on intersecting runways
AGL: Above Ground Level | MSL, Mean Sea Level | KIAS, Knots Indicated Airspeed

FAA Handbook Page Reference (Current Editions)

Intro to Flight Training: AFH Ch.1 pp. 1-1 to 1-14
Safety / ADM / PAVE: PHAK Ch.2 (ADM) · AFH Ch.2 pp. 2-1 to 2-2
Flight Instruments: PHAK Ch.8 pp. 8-1 to 8-9
Flight Controls & Axes: AFH Ch.3 pp. 3-1 to 3-3 · PHAK Ch.6 pp. 6-2 to 6-8
Preflight Inspection: AFH Ch.2 pp. 2-1 to 2-5
Taxi Procedures: AFH Ch.2 p. 2-6 onward · PHAK Ch.14 (Airport Operations)
Straight-and-Level Flight: AFH Ch.3 pp. 3-6 to 3-9 ✓ (not 3-10 to 3-13 as in older editions)
Trim Control: AFH Ch.3 p. 3-10
Turns / Climbs / Descents: AFH Ch.3 pp. 3-10 to 3-22 · PHAK Ch.5 (Aerodynamics)
Checklists: AFH Ch.1 p. 1-14 · Ch.2 throughout · PHAK Ch.9 (POH/AFM)
Takeoffs & Departure: AFH Ch.6 pp. 6-1 to 6-5 · PHAK Ch.7 & Ch.8
Weather Basics: PHAK Ch.12 pp. 12-1 to 12-8