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MARCH 2007 NEWSLETTER

HAPPY ST. PATRICK DAY!

EDITOR CANDY ROBINSON



WHAT'S UP? NEVER A DULL MOMENT!

The FAA is again looking at Class C airspace for LGB. JetBlue says a solution to their cockpit TCAS alerts is imperative; the FAA's solution of Class C airspace would take at least 2 years. Me? Modifications to Santa Ana Class C for arrivals to Runway 30, combined with departure procedures and modifications to LAX Class B airspace for departures Runway 30 would be a more expeditious fix for the airlines and less intrusive to General Aviation and our beleaguered LGB tower controllers. Be assured this rabble-rouser will be in the forefront for the battle.

SOLO - MORE MAY NOT BE BETTER Submitted by Harry Leicher

It seems only natural to have a "competition" to solo in fewer hours than a friend did. It's human nature to compare oneself with a friend or mentor.

When it comes to solo, a student might do well to examine what is really important. If the goal is to solo in a certain number of hours, that's one thing; if the goal is to obtain the private pilot certificate, an early solo might not really matter.

In the case of a single engine fixed wing student pilot, FAR § 61.87 (c) (2) (d) (1 -- 15) lists the maneuvers and procedures in which the student must have received and logged training, and demonstrated satisfactory proficiency and safety, as judged by an authorized instructor. There can be no question that evidence of training in these maneuvers must be in the student's logbook. What is subject to interpretation, however, is just what constitutes "satisfactory proficiency and safety." On the other hand, when it comes to the practical test for the certificate, the Practical Test Standards ("PTS") sets out in detail the tolerances that make up satisfactory performance, no matter which examiner administers the test.

Since the student eventually has to perform to the PTS tolerances, what is gained by practicing maneuvers before the student can perform to those standards? Although it might be safe, practicing landing 1,000 feet down the runway only builds that skill, not the precision necessary to pass the check ride. Without critique, the student may not know the maneuver is not being performed to PTS standards, or not know how to fix it. For example, a private pilot must demonstrate a short field landing, touching down on the center line within 200 feet of a designated point. If the solo student practicing landings lands off the center line or 400 feet down the runway, and either does not recognize the long landing, or cannot figure out why the landing was long, that would not be effective, productive use of the flight time. On the other hand, if the instructor is at least standing beside the runway to critique (and possibly video) the landings, the session can be extremely useful.

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SAFETY TIP OF THE MONTH Phil Barton

There are several airspeeds every pilot knows by heart. These are Indicated airspeed (IAS), True airspeed (TAS), and Groundspeed (GS). Today in aviation the standard speed is nautical miles per hour, or knots. Wind speeds, for example, are always given in knots. ATC expects all pilots to talk in knots, unlike in the past when miles per hour (MPH) was commonly used.

Indicated airspeed is that airspeed you read directly from your airspeed indicator. It's called calibrated airspeed when it is corrected for known instrument errors.

True airspeed is the indicated airspeed or calibrated airspeed corrected for temperature and altitude. Temperature and altitude makes the true airspeed different from what is indicated. For real slow flying aircraft like the light-sport aircraft (LSA), ultralights, etc., the true airspeed is not much different from the indicated airspeed. Remember, however, that aircraft stall speeds and maximum speeds are based on IAS/CAS, and not TAS.

Groundspeed is how fast you are going over the ground. Groundspeed is the same as true airspeed when there is no wind. This speed is very important in planning cross-country flights because we use it in calculating time enroute and the amount of fuel used.

Here is a simple rule of thumb you can use in-flight to determine your true airspeed without going through any mind-boggling calculations: Your true airspeed (TAS) is 2 percent faster than your IAS/CAS for every 1000 feet you are above sea level. For example, If your IAS/CAS is 145 knots at 9500 feet, your true airspeed is 19 percent higher or about 172 knots. Adios, and fly safely.

NEW PROPOSED FAR'S.....Submitted by John Ringel

Section I - No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilots may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by, the Administrator.

Section II - If a pilot, or group of associate pilots becomes aware of, or realizes, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III - Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV - The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

CLASSROOM CORNER:by Hank Smith

Flight Instructors will universally agree that the concept of Knowledge Applied is what makes a safe and proficient pilot. But, what if that knowledge is incomplete? So will be the application. Worse yet-What if that knowledge is missing? The result could be disastrous. Much is said about pilot skills and procedures but too little is said about the understanding necessary to drive those skills. For too many students, "ground school" consists of a chalk talk or discussion that is furtively endured before flying. A classroom Ground School, on the other hand, provides the "time and opportunity to perceive." (Flight Instructors, you'll recognize this rule of learning). It provides a platform to absorb lectures, to question, to thoroughly understand concepts. Golly, what we need is a good old-fashioned Private Pilot Ground School.

But wait-let's not re-invent the wheel here. Let's use the absolutely best textbook ever produced.

Rod Machado's Private Pilot Manual and Workbook.....Here are the details:

9 week Private Pilot Ground School- Tuesday/Thursday 6:30-9:30 PM from Apr. 3 to May 31, 2007 Cost- \$ 295.00,

Includes- Textbook, Workbook, E6B computer, class materials and book bag.

Rod Machado will join us on Apr. 3rd. Seating by reservation only. Sign-up/interested list at LBFC front counter. Your instructor is Hank Smith.

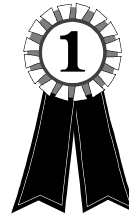
While we're at it, you should know that two additional classes are in the process of forming. They will be of particular interest to those preparing to fly or teach in a multiengine airplane and those looking to become a Certified Flight Instructor. Contact me, Hank Smith for more information on the Multiengine Workshop or the Flight Instructor Prep Course. I'm right down the hall or I can be reached by phone at:

562-424-2288

By the way, a friend of mine suggested I might offer a Pilot Mentoring Service. What do you think? (I could then provide PMS)...Hank

ACCOMPLISHMENTS

Brian Ringel	Solo	C-152	CFI John Ringel
Seung Bum Ham	Solo	C-152	CFI Jae Chung
Sara Walters	Solo	C-172	CFI Jack Bashford
Michael Valdoianu	Solo	C-152	CFI Cody Pierce
Johnny Lin	Private	C-152	CFI Cody Pierce
Brian Ringel	Private	C-152	CFI John Ringel
Greg Peterson	Private	C-152	CFI Richard Garnett
Alec Yao Yuan Wan	Private	C-152	CFI Jae Chung



NEW & REJOINED CLUB PILOTS! WELCOME!



- Seung Pyo Lee*
- Keun Hong*
- Jonathan Choi*
- Young Geun Yang*
- Matthew Jenkins*
- Kelly Sims*
- Ashley Juric*
- Michael Daley*
- Peter C. Henderson*
- Woo Jin Hann*
- Derin Allard*
- Adam Lorenz*
- Hugo Mendez*
- Eric Wayman*
- Sakshi Nadimpalli*
- Ruben R. Lozano II*

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for February, logging the most hours of dual given in club aircraft! Runner-ups were JAE CHUNG and PAUL RAYMOND! **TOP GUN AWARD** goes to SUNIL TANDON for logging the most flight hours in club aircraft in February. Runners-up were SEUNG-BUM HAM and YAO YUAN WAN!

CONGRATULATIONS are in order to club alumni Cleo Ratliff who was recently spotted serving as First Officer in a B-757 for Continental Airlines!

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The same idea goes for practicing stalls, slow flight, etc. If they are not being performed to PTS standards, the practice session will not be of assistance in preparing for the check ride.

Another factor to consider is that a plane being flown solo will perform differently than a plane with the instructor on board. When a 167 lb. instructor gets out of a Cessna 152, that's a 10% weight reduction. There will be a change in stall speed, power necessary to maintain altitude at a specific speed, and climb performance

I've seen many students who want to take a check ride in a certain plane, because they feel accustomed to the performance of that particular plane. Since on the check ride there will be another person in the right seat, practicing maneuvers at a weight 10% below the weight that will exist at the time of the check ride is the equivalent of taking the check ride in a different airplane. It may take more total hours for the student to become familiar with the "different" airplanes when trying to achieve precision.

I've also heard many pilots talk about using the "flight simulator" without an instructor to "practice" approaches or holds. Again, with having the maneuver critiqued, the pilot may be practicing a technique incompatible with the realities of flying IFR. An example of this is a pilot practicing a "full approach" including a procedure turn, when the actual flight will be conducted in a radar environment via vectors to the final. In that situation, the real practice should be in maintaining situational awareness while ATC (simulated by the instructor) is doing the navigating. ATC has been known to make mistakes; if you don't know where you are, how do you know they're not aiming you at a mountain?

The FAA clearly recognizes that when it comes to proficiency, quality instruction is more valuable than solo practice. In the case of flight simulator, the FAA only permits the time to be logged when the practice is done in the presence of an instructor. Part 141 allows students to take their check rides without as much solo time as would be required under Part 61. Why is that? Because the structured training has been shown to be more productive.

There is definitely a place for solo time in a student's training. The first times a student flies without an instructor on board should be supervised, rather than after the student receives the Private Certificate and is alone. The confidence gained by flying without an instructor on board is immeasurable.

As long as it's recognized the planned solo flight may not really be preparing the student for demonstrating various tasks with the precision that's required on the check ride, the 10 hours solo time required for the private pilot should be fun and useful. More solo time than that may actually delay becoming ready for the check ride.

Blue Skies!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, PHIL BARTON, MAXIM SENIN, JOHN RINGEL and HARRY LEICHER for the help with this newsletter!

NOTAM: FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out www.pilotfinance.com or pick up a Pilot Financing application at the club. Interest rates are currently 13.95%.

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

TOWER TOURS: I spoke with LGB airport manager and with guys at the control tower recently about a possibility of having a tour of the tower. They basically agree to take a group on the tour, however: 1) every visitor has to be a US citizen, 2) has to have a reason to be at the airport, i.e. be at least a resident of the airport or be a pilot or an instructor at one of the airport's flight schools.

Unfortunately that pretty much eliminates girlfriends (unless they are pilots too) and other general public, 3) photography is allowed, but only can make pictures of the airport from the tower but not the tower itself, 4) best time to come is before 9am Mon-Fri, 5) need at least a 24 hour notice. If anyone is interested, email me and I will set it up. Cheers, Maxim Senin, msenin@business.com

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

MANY THANKS! To John Ringel for all the help with our step ladders!

HAPPY MARCH BIRTHDAYS



- Donald Almy*
- TJ Barring*
- John Berg*
- Jason Burns*
- John Carey*
- Thomas Clarke*
- Rodney Conner*
- James Crofoot*
- Casey Dexter*
- Thomas Ewell*
- Rene Franco*
- Tim Friedland*
- Ronald Hector*
- Daniel Hershfield*
- Lynn James*
- Randy Kolstad*
- Wayne Lambert*
- Nhia Teng Lee*
- Mathew Mannil*
- Patrick Mc Pariland*
- Donald Mikami*
- Merritt Myles*
- Howard Nestman*
- Jaeseong Oh*
- Roger Perkins*
- Fred Pitcher*
- Chris Preter*
- Gregory Ratajski*
- Robert Taylor*
- Charles Walton*
- Gabriela Wasmund*
- Skip Westcott*
- Lambert Yuen*

C *March 28th:* Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. This is our annual recurrent TSA Security Awareness training so don't miss this one!

A *March 31, 2007* The City of Riverside proudly presents the Riverside Airport Open House & Airshow 2007! Featuring: Heritage Flight USAF A-10 Thunderbolt II and Chuck Hall in his P-51, John Collver and His T-6 Texan, the Silver Wings Wingwalker Team and the Just-In-Time Skydivers, an F-117 "Stealth Fighter" demo, T-6 Formation Fly-Bys, the L-29 "Thunder Delfins", the Palm Springs Air Museum B-17 "Flying Fortress" and much, much more. Breakfast 7 am served on the patio side of the D & D Cafe (\$4.50). Show Starts at 9 am and ends at 4 pm. Admission Free, Parking \$5. Contact: www.riversideca.gov/airshow/info or Airport Phone: 951-351-6113.

L *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!**

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