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JUNE 2008 NEWSLETTER **HAPPY FATHER'S DAY!** **EDITOR CANDY ROBINSON**

WHAT'S UP: A NON-AVIATION SOLUTION TO OUR AVIATION DILEMMA
The price of fuel has transcended into the ridiculous. At press time the price of regular automobile gasoline is \$4.59 and the club fuel reimbursement for avgas is \$5.80 per gallon. This is crazy!
In southern California, we are totally dependent on our cars. Let's face it, suggestions that we cut down on our automobile driving is counter-intuitive – with the fuel price crisis, we need to work harder to keep up with rising personal costs, so some folks are forced to drive more. A classic Catch-22. As with automobile gasoline, aviation fuel (avgas) is also on an impossible upward trend with no end in sight. Last month we implement a fuel surcharge on the aircraft hourly rental rates, thus spreading the epidemic into our aviation lives. We can't do much about fuel economizing within the cont. on page 2

EXPLANATION OF 30-HOUR TAF SUBMITTED by Brian Ringel

Taken off ADDS: In response to requests by long haul operations for better service, the International Civilian Aviation Organization (ICAO) made provisions for a 30-hour Terminal Aerodrome Forecasts (TAF) in Annex 3 for the Meteorological Service for International Air Navigation, Amendment 74. This code change, which takes place in November 2008, will affect all TAFs. To account for changes to software, publications and training, metrological providers/vendors and users should ensure they are prepared several months ahead of time.
This longer TAF influences codes used worldwide. More specifically, each change group in a TAF will now have a date. This change applies to states not providing 30-hour TAFs.
Meteorological providers/vendors and users should begin to address whether software will work with the new TAF code, and what publications and training will need to be revised to make sure users are equipped.
Sample 30 Hour TAF: The example below is a 30 hour TAF using feet and knots. Further examples and explanations of the 30 hour TAF are also available. Tests will be conducted the last Wednesday of every month, typically between 12Z and 14Z. If it is a critical weather day, the test will be postponed. cont. on page 2


SAFETY TIP OF THE MONTH by Phil Barton

Every pilot knows that a thorough pre-flight inspection is one of the most important checks you can make before flying. And in that inspection, one of the most important items is the fuel. In all my years of flying I have learned many fuel tips the hard way, and I would like to share with you a few of those tips plus some common sense tips.
First of all, always check that the gas caps are properly secured. After the tanks are filled, tell the person fueling the tanks that you want to check the fuel level and secure the gas caps yourself. I learned this the hard way flying down to Baja 35 years ago when I let the Mexicali line boy fuel my airplane without my checking the fuel caps. Two hours south of the border I lost all gas from my right tank! From this day forward, I always check my own gas caps to make sure they are secure.
Make sure there is no water in your gas. This can be done by using a good clear drainer where you can see the color (clear water versus light blue 100LL fuel) and a distinct line at the interface separating the more dense water from the less dense fuel in the sample. Your gas sample is good if the color is light blue, the distinct line is missing, and the sample smells like gas. If the distinct line is missing, and the sample is clear, then you probably have water. If you do, it's a good idea to gently rock the wings to dislodge any trapped water in the fuel tanks, wait several minutes or more and then take another sample. In the Cherokee sixes I flew to Baja years ago with inboard and outboard tanks in each wing, it would take about 30 seconds for the fuel in the outboard tank to reach the quick drain on the belly of the aircraft. Many aircraft, especially those with cross-feeds in the fuel system, require generous fuel quantities to be drawn to ensure clear fuel lines and a good fuel sample.
If your aircraft is equipped with more than two fuel tanks, it is a good idea to run on each tank for a few minutes before taking off to ensure proper fuel flow. It is, also, a good habit to run on each tank for at least five-ten minutes after reaching cruise altitude. I failed to do this on one of my early trips to Baja, and I came close to ditching the Cessna 172 I was flying. About two hours south of Mexicali, I tried to switch tanks but could not. The fuel lever mechanism was jammed, and I only had ten minutes left in the tank. Fortunately, I elected to change tanks over an airport at Gonzaga Bay, where I landed and refueled the empty tank.
Finally, if you refuel your aircraft yourself, make sure you fuel the right wing tank first, and then the left wing tank. Fueling in this manner will allow you to see the eight foot ladder you left standing in front of the left wing leading edge after you are in the cockpit prior to taxing. Adios, and fly safely.

Editorial reminder: Club aircraft are insured for contiguous United States only. We appreciate the Baja stories!

CLASSROOM CORNER **HANK SMITH**

“A bend in the road is not the end of the road – Unless you fail to make the turn”.....unknown



Ah, Summertime. A time to get out, do new things, and, by all means—Fly!
Traditionally, school lets out for the summer and vacations commence. So then, our formal classes are officially on Summer Hiatus. Don't forget to keep an eye to this column for start-up notice of the Private, and Instrument classes, as well as possible New Classes in the fall.
During the summer, I will continue to tutor students in all things aviation, and provide Pre Check-Ride Evaluations for those serious students who want to maintain that “Perfect Record”.
Since my door is already open, step in and say Hi. I look forward to talking with you. Hell – I could learn something new!

HANK SMITH'S CLASSROOM CORNER

Change is inevitable, except from vending machines.....Hank

ACCOMPLISHMENTS

SHANE SELLERS	SOLO	C-172	CFI MONTY GROUTAGE
ALFREDO CRUZ	SOLO	C-172	CFI MONTY GROUTAGE
SHAWN SCOTLAND	PVT	WARRIOR	CFI DON MIKAMI
MARK NELSON	PVT	C-152	CFI RYAN DAVIS
ABRAHAM LOREZANA	PVT	C-152	CFI RYAN DAVIS
DEVENDRA SASNE	IFR	C-152	CFI RYAN DAVIS
RICK SHARP	IFR	C-172	CFI CODY PIERCE
SEAN GREGORY	COMM/SE	C-172RG	CFI MONTY GROUTAGE
LAUREN COOPER	COMM/ME	SEMINOLE	CFI JAESEONG OH
TOM RUNGE	APT	C-172RG	CFI JAESEONG OH

CONGRATS to RICHARD GARNETT, top CLUB CFI for May logging the most hours of dual given in club aircraft! Runners-up were RYAN DAVIS and PAUL RAYMOND! TOP GUN AWARD goes to ANDREJ LEJCZAK for logging the most flight hours in club aircraft in May. Runners-up were YUN TAEK NA and ANGELA YOON!!!

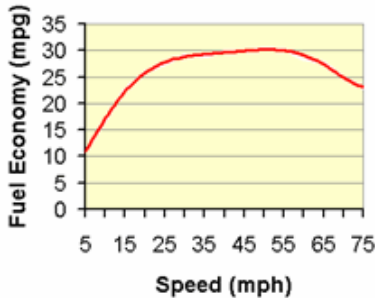


DRIVING SLOW (continued from page 1)

rental aircraft industry. The aircraft prices include fuel so it's difficult and unwise to try to economize on fuel burn. However, we can do something about our automobile gas consumption that would help bring down our avgas prices. No, we're not going to suggest the impossible or inane, such as "Some analysts are saying there's not much the government can do to lower prices. High gas prices are here to stay, and consumers are just going to have to bear the burden until they figure out how to use less fuel." (note 1)

Here is something that is proactive, positive and achievable: those of us that drive freeway speeds in our automobiles slow down to 55 miles per hour. We can still go where we need to go, but by allowing a little more time to get there, we can work toward a solution to the fuel crisis.

The graph below, available on fuelconomy.gov shows that maximum miles per gallon of gas occurs right at 55. Thus, without shirking our responsibilities by remaining in our humble abodes waiting for the economy to improve and for some magician to fix the runaway fuel prices, we are part of the solution. ,



"As motorists, we can do our part to reduce demand. For example, if each of California's 24 million drivers used two fewer gallons of gas a week, we'd use about 5 million gallons of gasoline less per day than we produce, which would help to lower prices at the pump." (note 2).

If enough drivers get on the bandwagon, slow down and use less gas, the price will come down.

We have to do something and this can't hurt!

Note 1: http://money.cnn.com/2008/06/03/news/economy/gas_prices_wrapup/index
 Note 2: <http://www.aaa-calif.com/westways/1007/features/painatthepump>

30-HOUR TAF - Continued from first page

Typical US TAF using the new 30 hour period, TAF for KABC (Anywhere State):

TAF KABC 152335Z 1600/1706 13018KT P6SM BKN020 TEMPO 1608/1612 17025G45KT 1SM TSRA SCT010CB BKN020 FM170100 15015KT P6SM BKN020

Meaning of the Forecast

TAF for Anywhere ST issued on the 15th of the month at 2335 UTC valid from the 16th 0000 UTC to the 17th 0600 UTC; surface wind direction 130 degrees; wind speed 18 knots; visibility greater than 6 Statue miles, Sky condition broken at 2000 feet; temporarily between 0800 UTC on the 16th and 1200 UTC on the 16th.surface wind direction 170 degrees; wind speed 25 knots gusting to 45 knots; visibility 1mile in a thunderstorm with moderate rain, scattered cumulonimbus clouds at 1000 feet and broken clouds at 2000 feet; from 0100 UTC on the 17th.the surface wind direction 150 degrees; wind speed 15 knots; visibility greater than 6 Statue miles; and broken clouds at 2000 feet.

Main Points to Consider

- a.. All TAFs will have to conform to the new Date Time Standard in 5Nov2008
- b.. Decoding software will likely need to be changed
- c.. Training publications will need to be changed

More info at <http://aviationweather.gov/notice/taf30.php> .

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

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated!

NEW & REJOINED CLUB PILOTS! WELCOME!



- HITESH AHIRE
- ISAO ASADA
- ANDREW BECHTOL
- WALTER BENCH
- MICHAEL BOSTIC
- NICK BRINK
- NELSON CERON
- LAUREN COOPER
- JEFF DASH
- JESS D'COSTA
- PAOLO DE CENSI
- AVINDER DHILLON
- RICHARD FLORES
- LUIS FLORES
- MIKE GODFREY
- RYAN KAM
- ANAK LAL
- SANG WOOK LEE
- TOMAS MARTINEZ
- MIKE MASTERSON
- EDWARD RONQUILLO
- GERT WUYTS



HAPPY JUNE BIRTHDAYS

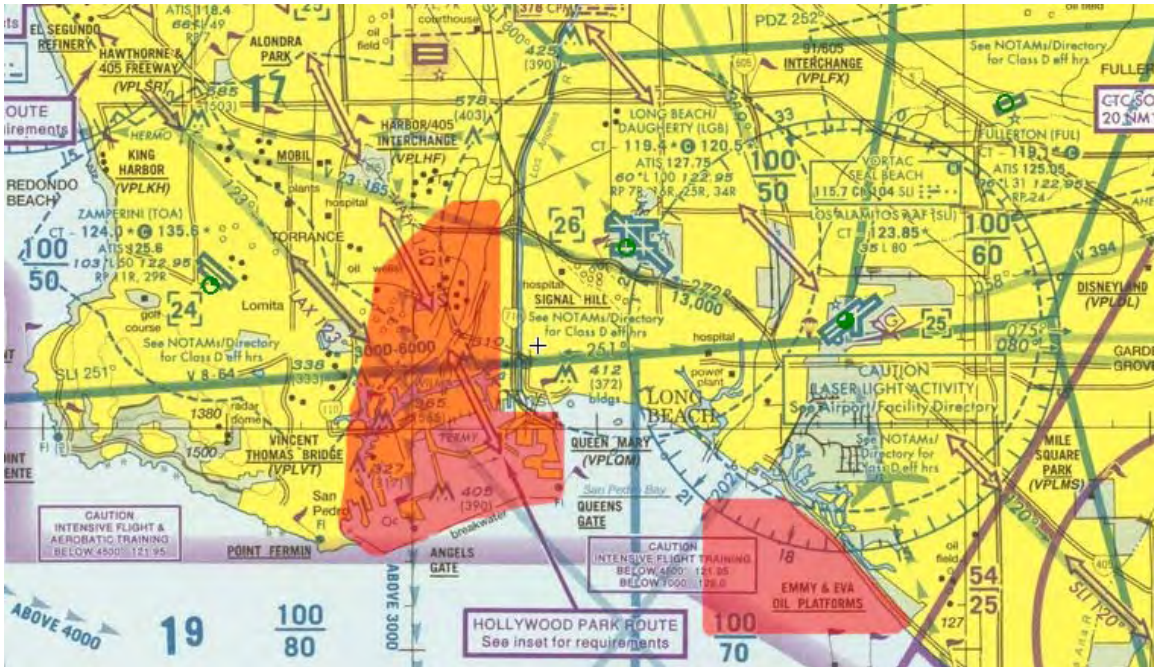
- JESUS ARGUILAR
- BRENT ANDRE
- MAYUKO ASAKURA
- JORGE BECERRA
- FERNANDO CANTORAN
- ANDREW DAVIDSON
- TIM DEROSE
- YASHODHAN DIGHE
- DARRIN GLENDAY
- MIKE GODFREY
- SEAN GREGORY
- TODD GRIGGS
- GREGOR HAFTOGLLOU
- DONALD HAMMOND
- SHANE HARRISON
- PANCH JEYAKUMAR
- JARUWAT KHAMSOOK
- GRAEME KIMMEL
- JOHN MILLER
- GREGORY MYERS
- JAMES NIX
- ALAN ORLALE
- ALEX ORLALE
- GREGORY PETERSON
- RAKESH RAVINDRAN
- CANDY ROBINSON
- JEFFERY ROCK
- HENRY SMITH
- RICHARD STRUM
- TARI TARICCO
- DEAN THOMAS
- GARFIELD THOMPSON
- SARAH WALTERS

- C** June 25 Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.
- A** July 5 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.
- L** July 6 Santa Paula - 1st Sunday of each month, **Antique cars, Planes, Museum.**
- E** July 12 Flabob Airport - 3rd Saturday **Aircraft Displays & Car Show.**
- N** July 30 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
- Aug 16-17 Camarillo Air Show

URGENT MESSAGE TO ALL AIRMEN OPERATING IN SOUTHERN CALIFORNIA

This message is intended for all airmen who fly in the Southern California area.

Airmen are requested to use a higher level of vigilance when scanning for traffic in and around the Long Beach Class D Airspace. High performance aircraft departing and arriving the Long Beach Airport have reported a high number of traffic conflicts with General Aviation aircraft between 2000ft and 4500ft in the following areas:



- Over the Los Angeles/Long Beach Harbor
- Along the Los Angeles River extending northward from the Queen Mary to the 91 Freeway
- North of the Emmy and Eva Oil Platforms

Airmen are encouraged to avoid prolonged flights, **including flight training** in these areas between **2000ft and 4500ft**. If spacing between GA and high performance aircraft is not kept, major airspace changes may occur!

Please do your part to keep the skies of Southern California safe

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We also 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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