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SEPTEMBER 2008 NEWSLETTER

HAPPY VETERAN'S DAY!

EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP? OUT OF ORDER: IS IT FOR YOU?

The standard order for the public school system in the United States is preschool, kindergarten, grammar school, middle school, high school, junior college, college bachelor degree, and, for a rarefied few, one or more masters degree(s), and the ultimate Ph.D.

For career pilots, the progression is generally: the private license, instrument rating, single-engine commercial, multi-engine rating, multi-engine commercial, CFI, CFII, MEI and finally the ATP.

There are some exceptions that make sense for some pilots. Myself? I switched the CFII and the CFI. It was strange to be able to teach instrument pilots but not be able to sign off a flight review. It made sense for me since I didn't have many flight instructors around in those days for guidance and I wanted to learn how to teach from pilots that already knew how to fly. Plus, my invincible, almighty flight instructor had done it that way himself.

Probably the most common out-of-order is to skip the single-engine commercial license and the private multi-engine rating, going straight for the multi-engine commercial. By switching the order, the pilot can avoid chandelles, lazy-8s and 8s-on-pylons. However, learning about constant speed propellers, retractable gear and cowl flaps can be expensive when two engines are gulping fuel. Additionally there are two checkride fees for the examiner at the end of the day. It is a fairly common occurrence, however, as it can cut the time to multi-commercial down by several weeks.

It is also possible to avoid multi-engine aircraft altogether: private license, instrument rating, single-engine commercial, and CFI. That would earn a pilot a flight instruction job for a relatively small investment. Add the CFII and instrument instruction is added to the instructor's marketability. A single-engine ATP is fairly rare for employment purposes, but it is done.

The order in which I obtained my certificates was only a little unconventional: private license, instrument rating, single-engine commercial, CFII, CFI, single-engine seaplane, Multi-engine commercial, MEI, multi-engine ATP, and B727 Flight Engineer. There are two holes in my certification: single-engine ATP and multi-engine seaplane. I've never missed not having the ATP-SE but, if I'm ever rich and famous, a multi-engine seaplane rating will be added for sure!

PILOTS IN TRAINING: Are you 100 percent thrilled with the flight and ground instruction you receiving from your instructor? Good rapport with your CFI is a must! Remember that even after you select an instructor, you can continue your interviews as you work toward your license(s). If your instructor is doing anything that you don't understand, such as how it relates to your goals, ASK them to explain and to show where that element is on the syllabus. If you are not happy with the instruction you are receiving, please let us know and Sue or I can help you change instructors. Fly happy, fly safe!

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LIBRARY REPORT: AIR FACTS II PRACTCAL AIRMANSHIP Submitted by Sarah Walter

(Editorial note: Reviewing an instructional DVD out of our loaner library was a homework assignment by Sarah's CFI)

PRE-FLIGHT TIPS: (1) How does the pilot feel? Are you well & alert enough to fly the friendly skies? One must be well enough to divert one's undivided attention to the flight. (2) Matching proficiency and currency to the flight at hand. (3) We usually know that wind forecasts are approximate. (4) Weight & balance is very important due to performance. The airplane's weight is set where it is because of structural strength and engine cooling considerations, among other things. Exceed and you become an

cont. on page 2

SAFETY TIP OF THE MONTH by Phil Barton

Last year when I was taking my usual 30 minute walk around my track-shaped Townhouse complex, I noticed an open garage door with an attractive Asian woman inside. I said "Good Morning" to her, and then I noticed a huge American flag hanging the wrong way on the garage wall. I politely told her that the stars should always be on the upper left hand side when looking at the flag directly and not on the right as she had it. She thanked me, and I continued my walking tour.

In aviation, there is a time when the American flag is shown hanging exactly as seen on the garage wall above-with the stars on the right hand side. For instance, when a decal of an American flag is installed on the left side of the airplane (usually on the vertical stabilizer) the flag is properly displayed with the stars on the left. However, when the decal is positioned on the right side of the vertical stabilizer, the stars in the flag should be on the right side.

As Barry Schiff stated in a recent AOPA PILOT magazine: "National policy states that the canton or flag field (the stars) must always 'fly forward' as it would if blowing in the wind. The flags on the right sides of some light airplanes are displayed incorrectly (canton aft instead of forward)."

So, next time you go out to fly your beautiful airplane, check out the stabilizer to make sure your great American flag is flying correctly with the stars flying proudly forward into the wind. Adios and fly safely.

CLASSROOM CORNER HANK SMITH



**HANK
SMITH'S
CLASSROOM
CORNER**

"It is not enough to do your best; You must know what to do, and THEN do your best."

.....W. Edwards Deming

I like to think that our Private Pilot Ground School teaches you the What and Why
So that when the time comes, you know the How.

It's "Back to School" time again, so let's get serious....

Private Pilot Ground School begins Tuesday, September 30th. The class will meet Tuesday and Thursday evenings from 6:30 PM to 9:30 PM with graduation on Thursday, November 20th. I supply the textbook, (Rod Machado's Private Pilot Handbook) and companion workbook, as well as an E6-B flight computer and plotter. All as part of the class. Heck, I've even got pencils if you need them. Seating is by reservation; so don't hesitate to sign up. Information flyers are being posted, even as we speak. Stop by the Classroom Corner Whiteboard and check out the class schedule, and while you're at it, step in my office to get the answers to all your burning questions (about the class).

To paraphrase Albert Einstein - I'll make everything as simple as possible, But not simpler Hank

ACCOMPLISHMENTS

MARK PEHRSON	SOLO	C152	CFI RYAN DAVIS
BOB TRUJILLO	SOLO	C172	CFI JACK BASHFORD
ANDY DAVIDSON	PRIVATE	C172	CFI RICHARD GARNETT
IN GEON HWANG	PRIVATE	WARRIOR	CFI RYAN DAVIS
HUGO MENDEZ	PRIVATE	WARRIOR	CFI JACK BASHFORD
MIKE RYNKIEWICZ	PRIVATE	C172	CFI HARRY LIECHER
KEUN HONG	INSTRUMENT	WARRIOR	CFI DANIEL SANTOS
LUIS PERALTA	INSTRUMENT	WARRIOR	CFI HARRY LEICHER
DAVID KIM	COMM SINGLE	C152	CFI DANIEL SANTOS
DAVID KIM	COMM MULTI	SEMINOLE	CFI DANIEL SANTOS
MARVIN ESCOBAR	MEI	SEMINOLE	CFI CODY PIERCE
RYAN DAVIS	MEI	SEMINOLE	CFI MIKE FORD



CONGRATS to DANIEL SANTOS, top CLUB CFI for August, logging the most hours of dual given in club aircraft! Runners-up were PAUL RAYMOND and RYAN DAVIS! TOP GUN AWARD goes to JARUWAT KHAMSOOK for logging the most flight hours in club aircraft in August. Runners-up were CHANET RATTAKUNJARA and YOGESH DHOTRE!!!

Congratulations to club alumni GARY COLLINS on his new job flying as co-pilot on a Gulfstream IV for World Healing Center Church! He has already been all over the world, to such places as Morocco, Israel and Mauritius. Congrats!

(Cont. from Page 1) experimental pilot if you're not within the limits. Center of gravity limits are related mainly to the stability of the airplane & pitch axis, farther forward the cg the more stable the plane becomes, meaning it takes greater stick force or turbulence to displace the airplane in pitch. The forward cg limit is set by a requirement to have the elevator power to land on the main wheels first in a tricycle. The aft limit is set by a number of things. On single-engines it is often a requirement to recover from one turn spin and one additional turn. Consequently, it takes strong stability to be able to do that. (5) Fuel plan for a flight is important. There is never any excuse for running out of fuel. There should be one hour of fuel for normal cruise as a reserve, subtract this from the total carried, then an allowance for taxi, and lastly additional fuel used during take-off and climb. So allow one half gallon of fuel per cylinder for normally aspirated planes and one gallon per cylinder for turbo-charged planes. (6) Don't fall into the kick the tires and light the fire syndrome. Don't just check the freedom & movement and the security of the control surfaces, which the POH states, go beyond that and look for other things as well:

Well, there's just so much information in this DVD that you need, you've got to check it out yourself!

PCATD PRICE CHANGE: As of September 15th the PCATD will rent for \$35.00 per hour (cash discount rate). **NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, SARAH WALTERS, AXEL KÖLLESBERGER and CODY PIERCE for the help with this newsletter!

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

EMAILED: Hello Candace, Nice to see you on the web! I was with LBFC a looong time ago - back in '90 and '91. I spent 54 hours in 7 of your airplanes. I was delighted to find out that several of them are still going strong at LBFC! (4390S, 67431, 67932) But even though it's been 17 years, I have to admit I was a little disappointed to see that the others have found different homes (704QJ, 7319A, 15078) or disappeared altogether (6398K). Anyway, I saw your Alumni note in the bulletin and thought I would check in. Long Beach was my home for many years, but I've since moved on to Wichita KS, where I've been privileged to work for Cessna Aircraft. The Citation programs I've worked on have been fun, but the real highlight for me has been the last 3 years working on the NGP, LSA, and Skycatcher programs. I hope you get a chance to fly a Skycatcher when they come out next year, we're all very proud of it. Thanks for getting me started flying! Owen Strawn

CALENDAR	Sep 20:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.
	Sep 21:	"Violating The Los Angeles Airspace, The CFI's Secret To More Unpaid Vacation Days. " Airspace around the LA Basin can be complex and confusing. CFIs discuss the unique nature of the airspace around Los Angeles and the best practices for teaching this subject. On Sunday, September 21, 2008 at 4:00 PM. Location: Jack Northrop Field/HHR. Sponsors: FAASTeam, Southern California Airspace Users Working Group. www.faaafety.gov/SPANS/event_details.aspx?eid=21003 .
	Sep 24:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.
	Sep 27-28:	Salinas Annual California International Airshow, USAF Thunderbirds aerial demonstration. Contact: 831 754 1983 www.salinasairshow.com .
	Oct 4-5:	USN Blue Angels and USA Golden Knights, MCAS Miramar. contact: 858 577 1000 www.miramarairshow.com 850 452 3955 www.blueangels.navy.mil
	Oct 4:	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
	Oct 5:	Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
	Oct 8:	Canadian Snowbirds, San Diego, Ca.
	Oct 18-19:	USA Golden Knights, Huntington Beach, Ca.
	Oct 29:	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 October!

NEW & REJOINED CLUB PILOTS! WELCOME!



- DAVID AYALA
- ROY BITTON
- ERIK CARLSON
- DENNIS CHANG
- MARTIN CROFT
- BRUCE CRONE
- ROBERT DRUECKHAMMER
- STEVE ELWORTHY
- MARVIN ESCOBAR
- ARMANDO FLORES
- KENNETH GRAHAM
- ANDREW HOOD
- WALLACE KIMBROUGH
- OLIVER KONA
- JAMES LOISCH
- LESLIE MACHADO
- MICHELLE MACHADO
- JAMES MOONEY
- KIHAN PARK
- GNYANDEV PATEL
- PRATIKRAMESH PAWAR
- LUIS PENA
- MICHAEL JOSE PRENCAVAGE
- PRASANT RAM
- THOMAS SCHEELE



HAPPY SEPTEMBER BIRTHDAYS

- BRET BEDARD
- MICHAEL BOSTIC
- ERNESTO BRAZA
- JASON CLOUD
- HELEN CRANZ
- MARK CRAPNELL
- KEVIN CRILLEY
- MARK DAVIS
- MICHAEL DOMINO
- STEVE ELWORTHY
- GARY FRANKENSTEIN
- MONTY GROUTAGE
- DAVID JANKO
- MICHAEL KAHRS
- JOSHUA KORNOFF
- GABRIEL KURI
- HAROLD LEICHER
- JEFFERY LIMA
- JOHNNY LIN
- MAVIC LO
- MICHAEL MASTERSON
- NICHOLE HUNT
- CHUCK RICE
- BRIAN RINGEL
- SANTIAGO SARABIA
- STEFAN STEINBERG
- HANK SURFACE
- MICHAEL WENGEN

Only at Long Beach



Roger, 48340, taxiing to Runway 25L@D will give way for the experimental.

photo by Cody Pierce

Axel's Amazing Adventure: The South Island of New Zealand photos by Axel the Austrian Aviator



Above: Three days after eruption of "Ruapehu" we grabbed a plane and flew - legally! - over the active volcano. You can see the ash fall out and a small Lahar in the front, where everybody was skiing and snowboarding a week before. Fortunately all lifts were preserved. So the ski season was saved!

Editorial note: I had to look it up, a lahar is a moving fluid mass composed of volcanic debris and hot water.

Right: Ruapehu in the back, Ngauruhoe in the middle and Tongariro in front - all are part of the famous "ring of fire".





"Mt Doom" - one of the stars in "Lord of the Rings", actually called "Ngaurohoe".



Above Right: We could not get enough of this spectacular view, but the cloud layer came nearer and so it was time to go.

Above: On the way back to our Airport we saw a much more impressive Lahar on the East side of Ruapehu.

Right: After this eventful weekend the daily routine returned and we departed into the sunset :-)

Cheers,
Axel



The End

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