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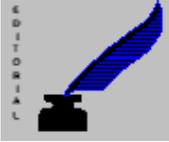


*Teaching the world to
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With all the aircraft you
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hour to an airline job and
everything in between!*

SEPTEMBER 2009

AUTUMN EQUINOX

EDITOR CANDY ROBINSON



WHAT'S UP? Our website, www.lbfflying.com, has a whole new look. Check it out! **ALSO UP?** Cessna 152, N5301H -- with a freshly overhauled engine from Tim's aircraft. See "Zero Since Major" on page two to read about some of what it takes to return an aircraft to service after an engine overhaul. And don't forget, Runways 16L and 16R are open — ASK for Rwy 16L/R and tell a friend!

AUTUMN SPECIAL – Fly the C-172SP, N724SP until September 30th for \$109.99! After the special, the rental price will be \$127.99.

Our **Labor Day BBQ** was scrumptious! Thanks for all who came out to hang in the hangar, on a perfect, cloudless Monday afternoon. Robert Davenport flew in from SMO in a C-172 to join the festivities, getting to interface with our favorite tower controller. Our youngest aviatrixes, not-quite-two-year-olds, Ruby and Giselle, were enthralled with the airplanes, fuel trucks and just hanging around the airport. Pretty much like most pilots that were there! Aerial Promotions provided a wonderful sideshow with their banner pickups and drop-offs. Fortunately, there were enough hamburgers, hot dogs, carne asada and hot links to feed an army – and the BBQ and its crew was able to keep up with the appetites! The highlight of the afternoon was the arrival of Tim Friedlander and his root beer floats. Siesta time! It was a thoroughly fun time and just what we needed to celebrate the end of the summer and our front row seat at good old LGB.



SAVE THOUSANDS ON FLIGHT TRAINING (PART 1 OF 6) BY RYAN DAVIS

We all know flight training is an expensive investment, but did you know that you can reduce the total cost significantly just by taking a few necessary steps? Just to clarify, I'm not suggesting protesting in front of Candy's office for lower rates, or somehow blackmailing your instructor for lower rates either. What I am talking about is acting as the perfect flight student. Over the past two years of teaching, I have averaged about fifty hours a week of instruction given, and the worst part is, half of that time is spent reviewing previously covered material. The review is costly part, the part that can be eliminated to some extent. There's not only one way to study, there are many, and some are more productive than others. In the following I will explain how to become a better student, with the end result of putting thousands back into your bank account.

Preparation. Come to each and every lesson prepared. Being prepared involves more than just going to the bank before each lesson to get those green crispies that all us instructors love. It involves homework! It involves memorizing and understanding previously presented material, showing up early for each flight to do the preflight and to get in focus for the lesson (this is a big saver), looking ahead into what will come next, taking and acting out on every suggestion that your instructor gives you regardless of how ridiculous it may sound, knowing exactly what you will need to do in order to complete your training, making commitments and sticking to them, meeting and flying with other pilots, attending ground school courses, using the flight simulator, watching videos, attending seminars, flying consistently, and doing everything you can to squeeze every drop of knowledge from aviation. This saves you money.

Most people want to get a pilots certificate to fly airplanes, and lose motivation when they realize they have to study. I have had many students who get all the way up to their cross country training and realize that E6Bs, navigation, regulations, performance calculations, weight and balance, weather, and really getting ready to take the written is not as fun as just flying airplanes. Sorry, we all as pilots have to learn these things. If you just want to go fly, let us know. I would be more than willing to just fly around rather than teach someone who might not be interested in piloting stuff. Remember though, just flying around will never get you your pilots certificate. Anyone can fly an airplane. Didn't you on your first flight?

The hard part is becoming a pilot. Becoming a pilot entails taking on a great deal of responsibility. You will be responsible for the safety of your passengers, for the safety of those you fly over, for your own safety, and, hopefully someday, a very expensive aircraft. The lessons you will learn during your training will allow you to efficiently and safely troubleshoot any situation that may present itself to you

See page 2

CHINO AIRPORT FLY-IN SATURDAY OCTOBER 17TH BY RICHARD GARNETT

Our last fly-in to Santa Barbara was great fun! It was a perfect VFR day and a couple of members got the opportunity to polish up some of their VFR Flight Following and Cross-Country navigation skills. We parked at Atlantic Aviation and enjoyed the short walk to the beach and the Beachside Café. The cool patio dining with the ocean views was perfect! See the LBFC website for some of pictures of this trip.

Our next fly-in will be to Chino Airport and the "Planes of Fame Air Museum". This time we will plan for a morning flight with breakfast at the infamous Flo's Restaurant and then a short walk to the "Planes of Fame Air Museum" located right on the airport. If you have any interest in history and WWII aircraft this is a must see event. Also on the date is the opening of the new P-38 Lightning hanger display.

This fly-in is scheduled for Saturday, October 17th. We are planning to meet at 8:00 AM at the club and launch at 9:00 AM. Due to the uncertainty of the local marine stratus, we may have to go IFR to Chino. So be advised... We will plan to have breakfast at Flo's, which on a Saturday morning may involve some waiting, and then a tour of the museum. We can plan on departing Chino around 1:00 PM or so.

I hope to see you all there! A sign-up sheet will be placed on the counter in our lobby. Any questions, call Richard Garnett – 714.328.4386

FLYING TIP OF THE MONTH — BY PHIL BARTON

In 2003 three friends and I flew Cessna 172's 2200 nm in eight days in Australia's outback and up the coastline between Melbourne and Brisbane. While flying, I took video of our entire trip holding the camcorder in my hands. The flying video turned out great, however, there is a better way to shoot your aviation videos.

Delkin Devices, Inc. of Poway, Calif. has introduced its "Fat Gecko" camera mount that helps aviators create videos of their flights. The mount has two section cups that attach to the inside of any windshield window, or non-porous surface. Its double knuckle feature allows the camera to be right side up, even when the mount is attached to the roof or side window. The mount is non-permanent, easy to remove, and leaves no marks. Its universal attachment will accommodate most video, point and shoot, and digital SLR cameras. The mount is of steel and zinc construction, and weighs only 1.4 lbs. According to the representative I talked to, the mount will support an eight lb. camera. However, I think the smaller, the better, because a smaller camcorder, for instance, will be much easier to take off the mount during flight than a much larger one.

If you want to narrate during your video taking, do not talk directly to the camera because the background noise will drown out your narration. Instead, talk into a microphone (hand held or a clip-on) that can be hooked up directly to the camera. Or better still, go to a video store and have them adapt your headset directly to the camcorder. Either way, you will have some beautiful sounding videos to show your friends.

The cost of the "Fat Gecko" mount is \$90. and if you are interested, call Delkin Devices Inc. at (800) 637-8087 or (858) 391-1234. Adios, and fly safely.

ACCOMPLISHMENTS

MAHER ALZABEN	SOLO	C-152	CFI DANIEL GREEN
TRAVIS TYLER	PRIVATE	C-172	CFI JACK BASHFORD
SARAH WALTER	PRIVATE	C-152	CFI TOMAS MARTINEZ
GAUTAM GUPTA	INSTRUMENT	C-152	CFI RICHARD GARNETT
KEN PERERA	INSTRUMENT	C-152	CFI RICHARD GARNETT
JESSE ORELLANA	INSTRUMENT	C-152	CFI CODY PIERCE
CHANG MIN SON	COMMERCIAL	C-172RG	CFI DAVID KIM
BEN DAVENPORT	COMM MULTI	SEMINOLE	CFI CODY PIERCE
TOMASZ WNUK	MULTI PVT	SEMINOLE	CFI DANIEL SANTOS
YOUNG JIN HEO	MULTI COMM	SEMINOLE	CFI DAVID KIM
MINKI KWON	MULTI COMM	SEMINOLE	CFI DAVID KIM
DEVENDRA SASNE	CFII	WARRIOR	CFI RICHARD GARNETT

 CONGRATS to CODY PIERCE , top CLUB CFI for August, logging the most hours of dual given in club aircraft! Runners-up were RYAN DAVIS and RICHARD GARNETT!
 TOP GUN AWARD goes to KENNETH PERERA for logging the most flight hours in club aircraft in August. Runners-up were PRATIK PAWAR and DAYNE BRAINE !!!

SAVE THOUSANDS (from page 1)

during your flying career. Everything you learn is important. Whether it be the different types of clouds, so you know which ones to stay far away from, or what causes a rough running engine and what you can do in a situation like that. If I wanted to I could list hundreds of different scenarios, but I think they're already in your textbooks, so read up. As instructors, we try to provide as much as possible, but if we were to cover every possible situation, your training would cost you more than you would be willing to spend. This is why doing homework every night is essential. Not so that you can pass a test, but so that when you plan to fly over mountain with strong headwind you know what precautions to take, for example. Remember what you learn now will alter the way you make decisions for the rest of your life. Study hard and be prepared. Completing flight training is one of the most rewarding tasks you will ever accomplish.

Next month I will go into what kind of assignments you should be getting from your instructor, and how to get the most out of each one.

ZERO SINCE MAJOR by Candy Robinson

After installing our overhauled engines (about \$15,000 without magnetos, starter, alternator, ignition harness, vacuum pump or oil cooler), the engine needs to go through the manufacturer's recommended engine break-in process. The first run of the engine is to make sure the oil stays where it's supposed to, and lasts about 30 minutes. The second time the engine is run, it gets flown for nearly 3 hours, the only way to assure adequate cooling. The full length Runway 30 is used, climbing at best rate (best angle would get to altitude quicker, but again, cooling is a consideration) to 2,500 feet. Flying a rectangular course, mostly following the course for closed traffic, the first hour is flown at full power, or throttled back enough to stay below the redline on the tachometer. Then for the next 15 minutes the power setting is adjusted down 100 RPM, then 15 minutes down another 100 RPM, 15 minutes at full power (below redline), and then 15 minutes down 100 RPM. The final 30 minutes are again at full power. Descent is made at the highest RPM possible to keep the engine from cooling too quickly and minimize loads at lower RPMs. Back at the shop, the mechanics inspect the engine, checking oil consumption, security of baffling, leaks etc. If all parameters fall within manufacturer's specifications, the airplane can be returned to service. We post the new-engine procedures, the first 25 hours should be flown at cruise power settings, no pattern work or airwork which could damage the cylinders, and we stock the aircraft with non-detergent oil.

We have an engine monitor that is installed for break-in flights, the EDM600 -- a really, really cool piece of equipment. Probes are installed in each exhaust cylinder and into the oil system. These are connected to a unit installed in the panel after removing the #2 VOR indicator. This provides digital readouts of EGT, CHT and oil temperature. The unit also stores the information which can be downloaded into a laptop and then printed out.

Enough of the technical stuff, the fun part of an engine break-in is the bird's-eye view of the airport for nearly three hours. The engine break-in for 01H was during the big fires above Azusa and the brief but destructive Palos Verdes fire -- a front row seat, of sorts. Also reported, 4 coyotes near the air carrier ramp. Recently, I think it was a cylinder break-in for 431, there was a police chase up the 605 freeway -- in all, 6 helicopters reported on frequency at the 405/605 interchange at altitudes spaced each 500 feet, then shortly reported frequency changes as they left the Class D airspace to the north east. News at 11!

So, take good care of the new engine overhaul in 01H and ... Happy Flying!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, RICHARD GARNETT, PHIL BARTON and RYAN DAVIS for the help with this newsletter!

CAL E N D A R	Sep 30:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for inspiration and education!
	Oct 2-4:	USN Blue Angels, Canadian Snowbirds MCAS Miramar, CA, www.blueangels.navy.mil.
	Oct 3:	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 4:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org.
	Oct 17:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org.
	Oct 17:	Fly-In to the infamous Flo's Restaurant and then a short walk to the "Planes of Fame Air Museum". Meet at 8:00 AM at the club, launch at 9:00 AM. Contact: Richard 714.328.4386.
	Oct 17-18	USA Golden Knights at Edwards Air Force Base. Info: www.usarec.army.mil/hq/goldenknight
	Oct 28:	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!



CHRISTOPHER OLIVER

JOHN SKIBO

NELSON CHEVEZ

OMSTER HAYNES

ROBERT DRUECKHAMMER

PATRICIA AKHAMLICH

FRANCISCO CASTILLO

SUEBPONG PRAHYAI

JIHAWN PARK

ERNESTO TORRES LEON

RONALD DRAKE

STEPHEN H. LEE



HAPPY SEPTEMBER BIRTHDAYS

BRET BEDARD

MICHAEL BOSTIC

DAYNE BRAINE

ERNESTO M. BRAZA

HELEN CRANZ

MARK DAVIS

MICHAEL A. DOMINO

NATALIE ELLIS

STEVE ELWORTHY

GARY FRANKENSTEIN

MONTY GROUTAGE

MANUEL GUERRA

LILY IGE

DAVID JANKO

MICHAEL KAHR

GABRIEL KURI

JOHN MAHANY

SAM MALEK

MICHAEL MASTERSON

MATT MOSCHNER

ISAAC NAVARRO

FRANK QUINONEZ

CHUCK RICE

BRIAN ROBERT RINGEL

SANTIAGO SARABIA

STEFAN STEINBERG

HANK SURFACE

EMERSON TORRES

MICHAEL WENGER

SOLOMON WILLIAMS

A perfect day for our Labor Day BBQ



☞ The crew was color coordinated to match Archer N80853 and the blue skies over the LBFC Santa Barbara Fly-in.

Ruby Green ponders the financing of her upcoming flight training ☞



Taking a break— Feeding an army is hard work!



☞ Giselle convincing her parents to start her lessons soon.

ORDER TODAY! Long Beach Flying Club Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, or X-large. We also have hooded sweatshirts in black or gray. We'll need your choice of color and size when you call us at 562.290.0321 with your credit card number. Download from www.LBFlying.com or Email shirts@Lbflying.com an order form of our complete line of pilot shirts. Shipping and handling \$4.95 per order, CA residents add 8.25% sales tax.

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We stock a host of aviation books, shirts, charts, and other pilot supplies, along with aviation-themed Christmas tree ornaments, mugs, clocks, . you name it!

GIVE THE GIFT OF FLIGHT!

A Long Beach Flying Club gift certificate for any denomination you wish, be it for the first flight, pilot supplies, or aircraft rental, makes a great gift for any occasion!

There are three ways to obtain the gift of flight:

1. Stop by and pick up a gift certificate during our office hours (8:30 am to 4:30 pm daily). You can purchase accessories to go with the gift certificate such as a visor, aviation mug or LBFC logo shirt.
2. We can send you a preprinted gift certificate for any denomination you wish -- just give us a call! We'll charge your credit card and get the gift certificate in the next out-going mail.
3. We can email you a gift certificate. Send us or call us with a credit card number to activate it for any denomination you wish. You will be given a Gift Certificate number to fill in at the bottom of your printout.

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