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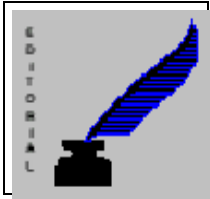
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NOVEMBER 2009

HAPPY THANKSGIVING

EDITOR CANDY ROBINSON



WHAT'S UP? OLD PILOT STORIES

Don't be a show-off. Never be too proud to turn back. There are old pilots and bold pilots, but no old, bold pilots.
E. Hamilton Lee, 1949

One of the benefits of being an old, albeit not bold, pilot is the accumulation of aviation stories. Caution, here comes one of mine.

As some of you know, busting my private pilot checkride waaaay back in 1980 led to buying the Long Beach Flying Club. I was a mere child back then, and when I failed the checkride I thought my life was over. I had been bragging to everybody I knew about my upcoming appointment with the examiner – so when everybody I knew asked if I was a private pilot, I had to tell everybody I knew that I was an utter, abject failure.

Eventually I regrouped and rediscovered my determination. At the time I had been flying at a Part 141 school at here at LGB, but after several hours of dual with the same instructor, and a pile of moolah, I hadn't learned anything that would prevent the same outcome. That's when I found Long Beach Flying Club and, after a couple hours of instruction, I got the signoff and had a wonderful checkride with Charlie Pierce, DPE (no relation to our CFI Cody Pierce).

Life was good again. At that time the club was off Cherry Avenue, two quick right turns off the 405 Freeway. I met the owner of the club, Domenic Tallarita, and found out that he had recently sold and then reacquired the club; and he was still interested in getting out of it. With my desire to continue to attain my ratings, with more control over my destiny, we negotiated a deal I couldn't refuse, and the rest, including my ATP certification 4 years later, is history.

The problem with aviation stories is that they often go on and on, but there really is a moral to this story. Each time a major challenge has jumped into my path, as with most pilots I know, whether it be a knowledge test not passed, a failed checkride, or an aviation job not offered, the final outcome (knowledge attained, training received or a better aviation job) was far better having been postponed than had the success been achieved the first time.

While it is humbling to be less than perfect, in the end the challenges give us the experience to become old, un-bold, pilots.

TIME FLIES — LIKE SANTA'S REINDEER!



O COME ALL YE PILOTS! MERRY CHRISTMAS HOLIDAY BUFFET

Club pilots, family and friends are all invited to the Long Beach Flying Club & Flight Academy Christmas party on Friday, December 11th from 1:00 PM to 3:00 PM! We'll have all sorts of holiday treats! If you'd like to bring a dish for the potluck, call the club to get on the signup sheet. Come one, come all!

UPCOMING SEMINAR

The November 18, 2009 Long Beach Flying Club CFI meeting will begin at 6:00 pm. Two safety officers from the Edwards Air Force Base Flight Test Center will be flying in to give a 2 hr seminar on survival after a forced landing, how to survive in desert, water or mountainous terrain. Then they will continue with Midair collision avoidance techniques and navigating in and around the R-2508 complex surrounding Edwards AFB, China Lake NAS and Ft Irwin. Everyone is welcome!

OUR HOLIDAY OFFICE HOURS

8:30 AM to 1:30 PM	Wednesday, November 25, 2009	Thanksgiving Eve
Closed	Thursday, November 26, 2009	Thanksgiving Day
8:30 AM to 1:30 PM	Thursday, December 24, 2009	Christmas Eve
Closed	Friday, December 25, 2009	Christmas Day
8:30 AM to 1:30 PM	Thursday, December 31, 2009	New Year's Eve
Closed	Friday, January 1, 2010	New Year's Day

SAVE THOUSANDS ON FLIGHT TRAINING (PART 3 OF 6) BY RYAN DAVIS

Last month I had mentioned ways to get the most out of your at home studies, which included which textbooks you should be using, that you should always be getting a study assignment for the ground and flight portion of your next lesson, the importance of reviewing previously covered material, why you should take extensive notes and have many questions for your instructor, and not to just use books for studying but videos and seminars as well.

My favorite way to learn how to fly is done by using Microsoft's flight simulator. The simulator can be used for an extensive amount of the area of operations for a pilot certificate or rating. For the private pilot you can practice using checklists, cockpit orientation, all the maneuvers, navigation procedures, landings, making cross country flights, learning how to operate a GPS and autopilot, and simulate real emergencies.

See page 2

CLASSROOM CORNER HANK SMITH



HANK SMITH'S CLASSROOM CORNER

Getting ready to take a Check-Ride?... Don't be nervous -- Don't be frightened -- Don't be Scared . . .

Be Prepared

Practical Tests go much smoother for the applicant who "Knows that he knows". The confidence level is higher and the pass-rate is astronomically increased. So, how does an applicant know that he knows what he's supposed to know? Well, he gets an independent evaluation of what he knows from someone who knows what he should know. O.K.- So much for the commercial... Come by and see me and together we will make sure you're ready for your check-ride.

On the Classroom front – Our new **Private Pilot Ground School** will begin Thursday, November 24th. With graduation slated for January 26th. A schedule of class dates and subjects is posted on the "Classroom Whiteboard".

Students – Don't miss this chance for "More Knowledge than College," and **Pilots** – you're invited to "visit" the subject of your choice for just \$10 Bucks, American.

See Ya - at the Airport Hank (562) 424-2288

ACCOMPLISHMENTS

BRYAN AY	SOLO	WARRIOR	CFI JACK BASHFORD
RUSS TALBOT	SOLO	WARRIOR	CFI JACK BASHFORD
JIN TAE PARK	PRIVATE	C-152	CFI RYAN DAVIS
FERNANDO SCALINI	INSTRUMENT	C-152	CFI RYAN DAVIS
JIHWAN PARK	INSTRUMENT	C-152	CFI DAVID KIM
DAVE LOCKE	COMMERCIAL	C-172RG	CFI RICHARD GARNETT
PAUL HARFORD	MULTI ENGINE	SEMINOLE	CFI RYAN DAVIS

SAVE THOUSANDS (from page 1) For the instrument rating the simulator allows you to practice approaches, holds, using navigation aids (like ADF, RMI, and GPS which may not be in your trainer airplane but more than likely be in an airplane you fly down the road), and once again practicing emergency procedures. All the maneuvers can be done on the simulator for the commercial certificate and for the multi engine rating as well. Don't stop there. If you're planning to fly for the airlines, the simulator has many add ons that have been developed by various companies such as Wilco, PMDG, PSS, and Eaglesoft, that can help you become thoroughly familiar with operating large aircraft. These add ons will help you in getting comfortable with operating complex aircraft like 737s, 747s, 777s, A320s, A380s, MD-11s, B1900s, Citations, CRJs, cirrus aircraft, and many more. I have learned that if you're smart about it you can learn how to fully operate these planes before you step into your training (this saves you money and makes you look really good to your instructor or interviewer).

During my instrument training is when I found out about Microsoft's flight simulator. Before each lesson of mine I would ask my instructor what we were going to do for the next lesson. For example he would say "intersection holds at ALBAS and VOR holds over SLI." I would then go home and practice it over and over so that when I went on my flight it was like I had already done it thousands of times before (and I had). With this type of training program I set up from myself, it allowed me to continually progress though my instrument rating with the minimal amount of review. This was the same through my commercial, multi engine, aerobatic training, CFI, CFII, and MEI, and someday will be helpful for Citation training (thanks Danny).

The realism that you can find in the simulator is almost scary. It has become an addiction for me. I love saving money, and if I can stay current and prepare for training, I know I'm taking care of my own financial responsibility. It will be the best investment you'll ever make, trust me.

Next month I will take a look at how attending ground school classes can speed up your flight training, and how take a few college courses could make you stand out in an interview.

FAASafety.gov: Remember to Close Your VFR Flight Plan, Notice Number: NOTC1981, 10/09

General aviation flying comes with its delights and its risks. We have the joy of traveling from point A to point B, for business, for pleasure or just for that famous hamburger. Along with the joy comes the risk of an unforeseen event, such as a change in the weather, a mechanical interruption, or an ill passenger. Safe and proficient pilots generally manage these events quite well. What's more, we have an insurance plan for VFR flight and it's called Filing a Flight Plan. Filing a VFR flight plan is recommended as a good operating practice because it comes with built-in protection known as Search and Rescue (SAR.) That is the sole purpose of a VFR flight plan. What pilot wants to make that great off-airport landing and then have to spend a freezing night in the airplane because no one knows where you are! File your flight plan, activate it, and then close it after landing. And, in today's world of cell phones, it's easier than ever to call 800 WX BRIEF (800-992-7433) and close your flight plan. Last month, we asked you to give us your strategies for remembering to close a flight plan. We asked, because there has been an increase of incidents where flight plans are activated but not closed. One thing pilots do well is focus. We focus on the task at hand and it's easy, once a flight is completed and the aircraft is tied down, to move our focus to the next task – while forgetting to close our flight plan.

There was a remarkable consistency in your ideas. It was – interrupt your focus on the next task to ensure the flight plan has been closed. Here are the top four suggestions.

- Place a note on your car ignition or steering wheel .
- Set the alarm on your cell phone .
- Put your watch on the other wrist .
- Put your wallet or your car keys in a different pocket

In other words, interrupt the start of the next task with a reminder to close the flight plan. Whatever strategy or method you use, don't forget to close your VFR flight plan!

Thank you for participating. All the strategies you sent had merit. If you want to see a compilation of those good ideas, click this link: https://www.faasafety.gov/files/notices/2009/Oct/Close_Flight_Plan_Interrupter_List.pdf. (Or, copy and paste into your browser.)

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

CHRISTMAS AND THANKSGIVING are coming!!! We will have the following office hours during the holidays: Closed Thanksgiving, November 26th, open 8:30 to 1:30 Christmas Eve, closed Christmas Day, 8:30 to 1:30 New Year's Eve and closed for New Year's Day Aircraft rental for the rest of the time will be handled using night dispatch procedures. Call ahead for the combinations -- and Happy Holidays!

CAL E N D A R	Nov 18:	Long Beach Flying Club CFI meeting begins at 6:00 pm. At 6:30 Edwards Air Force Base Flight Test Center will give a seminar on survival after a forced landing and midair collision avoidance. Everyone is welcome!
	Nov 14,15:	USAF Thunderbirds at Nellis Air Force Base, Nevada. Ctc: www.thunderbirds.airforce.com
	Dec 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
	Dec 6:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
	Dec 11:	COME TO THE CLUB CHRISTMAS HOLIDAY BUFFET -- 1:00 here at LBFC!
	Dec 19	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org .
	Jan 27, 2010:	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 January!

NEW & REJOINED CLUB PILOTS! WELCOME!



- CHARLES PERRIGOU
 JOHN MILLMANN
 JUNGKU LEE
 ALAN BODOH
 SHANE SELLERS
 DAVID VESELY
 HENRY NGUYEN
 CHRIS FULTZ
 JOHN NOAH
 JOSE RATUNI
 GEAFREQ WALLSCHLAGER
 DANIEL TRAN
 RICK DA VILA
 RONALD LEE

CONGRATS to RICHARD GARNETT, 

top CLUB CFI for October, logging the most hours of dual given in club aircraft! Runners-up were RYAN DAVIS and MYEONG KIM!

TOP GUN AWARD goes to PHONG TUAN VU for logging the most flight hours in club aircraft in October.

Runners-up were JIN TAE PARK and JUNG KIM!!!



HAPPY NOVEMBER BIRTHDAYS

- TURGUT AYTUR
 GREG BELOIT
 ALLAN BODOH
 DALE CHOPPIN
 RUBEN DeLa ROSA
 MARVIN ESCOBAR
 BRIAN GONZALES
 SUNIT KAKKAR
 MYEONG SEOK KIM
 STEPHEN H. LEE
 ABRAHAM LORENZANA
 DOUG MCCLARY
 GUILLERMO MEJIA
 DELANO MELIKIAN
 HUGO MENDEZ
 JAN MILLER
 ROBERT P. RUCHHOFT
 MICHAEL RYNKIEWICZ
 MICHAEL SIMS
 HENRY E. SMITH
 DAVID THOMPSON
 JENNIFER VIVERO
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