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FEBRUARY 2010

HAPPY VALENTINES DAY!!

EDITOR CANDY ROBINSON



N2112F GOES GLASS

Come check it out – an EFD1000 PFD has been installed in Seminole N2112F, replacing the attitude indicator and directional gyro, both in location and functionality. The EFD1000 interfaces with a Garmin 430 GPS to show GPS flight plan legs and waypoints right on top of the compass rose. You can see at a glance where you are relative to your course, making it a breeze to follow your VFR GPS flight plan. And the picture is right in front of you, on a bright, high-resolution color display. The Century III autopilot is coupled with the EFD1000, giving the pilot precious extra minutes to watch the world go by ... and scan for traffic!

The built-in air data computer shows you wind speed and direction at all times, with an arrow to help you visualize the winds aloft, also displaying your indicated airspeed, altitude, outside air temperature and true airspeed. You'll never again have to set your DG to your whiskey compass in 12F, and the heading bug makes it easy to fly your wind-corrected heading to hold course. A built-in altitude alerter lets you set your target altitudes for climbs and descents, alerting you to when it's time to level off, and again if you drift too far from the altitude you are holding. A built-in battery backup, and emergency VFR GPS navigator, will keep all your critical instruments working, even in the event of a vacuum pump or total electrical system failure, when everything else in your cockpit goes dark.

Pilots with a Seminole checkout need a familiarization flight with Mike Ford or Richard Garnett. Seminole pilots familiar with the "new" N2112F can contact Don Mikami for the signoff and submit the checkout sheet to Candy.

Something else new! Wahoo! Introducing our new Elite BATD basic aviation training device. The BATD can be used to perform the approaches, holding procedures, and intercepting/tracking required under section 61.57(c)(1) for the Instrument Proficiency check. The BATD rents for \$50/hour.

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

Making friends. Get to know other students and instructors. Meeting fellow pilots strikes as a great importance for many reasons. A few of them are; to meet someone who might be able to get you a job someday, to meet someone who you can study with, to meet someone to split the cost of flying with, someone who will show you other methods of flying, and obviously to make more friends. Aviation survives by the efforts of pilots, so band together and strengthen the aviation community by uniting. This is as easy as just saying HI!

A review. The keys to success involve taking notes on everything, ask questions (a lot of them, even if you think they're stupid, the worst that could happen is the instructor will get a few laughs out of it), make sure you have clear cut assignments, fly at least two times per week, get started on that written exam (NOW!), meet and talk to other flight instructors and students (if your uncomfortable about this, don't worry the other person is probably just as uncomfortable, in the end we all need connections), and attend a ground school (An update, the aviation department at Cypress College is growing into a top-of-the-line training facility, so don't miss out.)

I have realized that throughout my flying that being involved as much aviation related activities as possible is the best way to get the most out of my money. If you still don't know how to get involved, reread these articles. When "you" the student takes charge of your career, then and only then will you realize how much more enjoyable flying can be, and how much money can actually be saved.

Ryan Davis (CFI / CFII / MEI)

cfi-training.com, yourflightinstructor.com, acceleratedflightacademy.com, (949) 412-3241

SANTA YNEZ AIRPORT FLY-IN SATURDAY FEBRUARY 20TH BY RICHARD GARNETT

OUR LAST FLY-IN WAS BACK IN OCTOBER TO CHINO AIRPORT AND MUSEUM. WE HAD A GREAT BREAKFAST AT THE INFAMOUS FLO'S AND SPENT A FEW HOURS ADMIRING ALL OF THE BEAUTIFULLY RESTORED AIRCRAFT IN THE MUSEUM. SEE THE LBFC WEBSITE FOR SOME OF PICTURES OF THIS TRIP.

OUR NEXT FLY-IN WILL BE TO SANTA YNEZ AIRPORT AND A VISIT TO THE LITTLE NEARBY TOWN OF SOLVANG. WE WILL RENT A COUPLE OF CARS AT SANTA YNEZ AIRPORT AND PLAN ON SPENDING THE AFTERNOON IN SOLVANG FOR SIGHTSEEING AND LUNCH. WE ARE PLANNING TO MEET AT 9:00 AM AT THE CLUB AND LAUNCH AT 10:00 AM. WE WILL RETURN TO LGB AT 5:00 PM. 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.

CLASSROOM CORNER HANK SMITH

"Tis the Season.... To be Sneezin' The cold and flu season is upon us. For a pilot, a simple cold can lead to very serious consequences. Why? First; You may not see yourself as sick enough to see a doctor – therefore- you're not really sick. If you had seen a doctor, he (she) would have told you that you were ill, not to fly, and prescribed "medicine" to cure your malady. Case closed-can't fly. But, wait a minute... You're not really sick, you didn't see



**HANK
SMITH'S
CLASSROOM
CORNER**

your doctor, and the decision to fly is yours. Compound this scenario with self medication using "over the counter" remedies and you have the makings of your own "perfect storm". Let's see; A cold causes congestion, (mucous and stuff that collects in your nasal passages and backs up into your sinuses), you get "AW PUGGED UB" Gotta decongest... Miracle of miracles- in short order, all that mucous has dried up, you can breathe, and it's OK to fly – Right? --- Wrong!! When you "decongested" your mucous, you squeezed out the moisture and packed the reduced mucous into your sinus cells. Now, when you go to (any) altitude that mucous will expand against your sinus cell walls. This is called – Aero sinusitis. It is both painful and debilitating. Give your body time to recover completely. It will be better to delay a pleasant experience than to endure a painful one. By the way, while you are "Ground Bound" you can visit my Private Pilot Ground School. (Tuesdays and Thursdays at 1830 hrs.) The class is "continuous" and caters to students and pilots alike.

And... The stuff you learn in my class is nothing to sneeze about. **Hank (562) 424-2288**

ACCOMPLISHMENTS



<i>CHIRAG MUKHIA</i>	<i>Commercial Single</i>	<i>C-172</i>	<i>CFI JACK BASHFORD</i>
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<i>DAVID VOGT</i>	<i>Private</i>	<i>WARRIOR</i>	<i>CFI RICHARD GARNETT</i>
<i>JIN TAE PARK</i>	<i>Instrument</i>	<i>C-172</i>	<i>CFI RYAN DAVIS</i>

CONGRATS to DAVID KIM, top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were RYAN DAVIS and RICHARD GARNETT! TOP GUN AWARD goes to KI MEONG KIM for logging the most flight hours in club aircraft in January. Runners-up were JIN TAE PARK and JUNGKU LEE!!!

**Excerpts from: THE LOGBOOK: YOUR PERSONAL AVIATION DIARY
by Jim Trusty 2010**

One of the column heads I have always used is "From the Logbook." The reason being that as an instructor I could always look back and find a story about training that could be made interesting and hopefully funny. I always change them around just enough so that only the student involved and I really know who the article is about. This represents one of the few good things that can come from keeping a really good logbook. Most writers are smart enough not to write about this book simply because it has gone unregulated for so long that to try and make right of it now makes little sense.

It would probably be safe to say that I have seen it kept every way possible except in crayon. I have seen it in pencil! Since I cannot let sleeping dogs lie, I decided to write an article about the logbook. If you have ever had the pleasure of watching Fred Astaire and Ginger Rodgers dance, stick around and you will recognize some of my moves. I will try and answer a lot of questions and create a few more in the process. I'll tell you how I have kept mine over the years and how I ask the students and pilots I work with to keep theirs. Whether you make any changes in the way you keep your records and logbooks will be entirely up to you. In fact, you just may be closer to correct than I am.

If you would like to get a few more opinions on this matter, call the local Flight Standards District Office and see what guidelines they recommend. The questions, answers, and random rambling thoughts begin. Please have fun with this.

What is the main purpose of a logbook? It should be your personal diary of aviation information. It is written proof that you have complied with the regulations set forth by the Federal Aviation Administration. It should show that you have flown the hours required for the certificates and ratings that you have in your pocket. It should be the supporting documentation to prove to the world, and the local sheriff, that you are indeed a pilot.

What should it cover? When, where, what, why, and with whom you did something in aviation that you felt was memorable enough to record for posterity.

What specific verbiage should we be seeing in the endorsements? Well, every category, class, certificate, rating and type that we ever hope to attain has certain requirements for both flight and ground training that must be completed and logged. Reading these requirements before you undertake the training will let you know how to prepare. You might even draw up a mini-syllabus to help the instructor (they love that). The key words that are used in the regulations are the words that you should log.

Can the logbook be used to prove your total flight time? Sure, it's the best evidence you have and you have an entire flying career to prepare for it. One good way to prove your total flight time, which incidentally is the time we need most often in our career, is to add up all the times you have flown in all the different categories, classes, and types of aviation flying machines and this number should equal total time flown. Should? It better. ASEL, ASES, AMES, AMEL, simulator, helicopter, gyrocopter, powered lift, glider, balloon, jet, turbine, and airship—anything you have flown except kites and origami.

Can you put too much in a logbook? Only if you are lying about the entries; otherwise, it's impossible. The exact amount of time and space that you devote to your personal record keeping is entirely up to you. Most folks are not too handy with pen and pencil so they end up attaching very little importance to keeping a regular log.

How does the logbook apply to the student pilot? This point in an aviation career is the right time to teach them about how to protect themselves and the investment of time and money they are making now and in the future. Show them how and why compliance with the rules and regulations can be so easy, and let them become good record keepers early in their career by making it interesting. Ask them a simple question. "Tell me exactly what we did aviation-wise 30 days ago." If this is a hard question for them to answer, they need to do more with future entries. They will probably agree.

What are the instructor requirements? Sufficient information and documentation to prove that you did what was needed in the training, and a regular record of the advancement of this future pilot. Our duty now becomes times two because besides the writing we do in a student's logbook, we must also keep an excellent record in our own logbook. Such a good record, in fact, that if a student or pilot that flew with you in the past should ever lose their logs, you should be able to reconstruct them from yours.

Just take a moment right now and look back five years ago and read slowly and silently what is there. Does it make any sense? Does it make your memory kick in and remind you of the day in question? It's supposed to. If you are an instructor, write personal notations on the flight, the airplane, and the pilot. It might come in handy someday. I don't leave anything out, good or bad, that might benefit me or the person I flew with at some later date.

How much space do we allot to an entry? Too much. If written well and carefully maintained, it may become a best seller someday. Just make sure that what you put in the log is enough for you to fully relate to someone else exactly what went on during that flight. And make sure it is the truth.

Where to put what? First, get a big logbook to start with. With the endorsements getting longer and longer, you'll need the extra space just about the time you finish your Instrument rating. Most everyone eventually fills up more than one. Ask yourself what you can legally log from that flight and the answer might be an entry into several columns on one flight. Taking a flight at night on a cross-country, instrument conditions or under the hood in a single engine airplane, high performance with approaches and landings as the pilot in command might be all one flight but entries into several columns.

The logbook can break or help make your aviation future. From the very first discovery flight and even before, you should have your flying goals laid out and know what they require of you. This will give a definitive purpose to the record keeping and make it so much more enjoyable and rewarding. Knowing what will be needed of you in time to come will save a lot of training time and certainly tons of money.

I do a lot of flight reviews, recurrency, proficiency, and instrument checks so I get to see the handiwork of a lot of different pilots and instructors. If your logbook were put on the street as a novel, would it be considered fiction or non-fiction? Would it be a best seller? Would it get you in trouble? Are you happy with the book as it stands? Do you intend to make some changes? Are you going to buy a new FAR/AIM book just to read what I mentioned? Would you like to write to me, in private, and pose a question or two?

Thanks for taking the time to read this article. I really hope you find it useful. I'll bet you can relate to it! James E. (Jim) Trusty, ATP/CFI/AGI/IGI, LRN2FLY@BELLSOUTH.NET, WWW.JIMTRUSTYCFI.COM, FAA National Certificated Flight Instructor of the Year, FAA Regional Aviation Safety Counselor of the Year

Lrn2Fly@Bellsouth.Net ~~~ www.jimtrustycfi.com

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

**NEW & REJOINED
CLUB PILOTS!
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**HAPPY
FEBRUARY
BIRTHDAYS**

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GNYANDEV PATEL

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N2112f New Panel Additions



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panel**



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