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NOVEMBER 2010

HAPPY THANKSGIVING!!!

EDITOR CANDY ROBINSON



WHAT'S UP? AOPA SUMMIT 2010 A SUCCESS!

Aircraft Owners and Pilots Association (AOPA) hosted their annual event at here at Long Beach Airport this year and it was a resounding success! We got to show off the best airport in the world! Things were so frenzied that we will long be sorting out all the information gleaned from the event.

AOPA website is bubbling with excitement about the success of the event:

"The old and the new blended seamlessly at Airportfest this week, as visitors to Long Beach/Daugherty Field got a chance to see a mix of aircraft dating from pre-World War II to today's sleekest business jets. A second day of beautiful weather on Nov. 12 brought out throngs of people to the airport, where an array of 100 aircraft provided a chance to see how far aviation has advanced just in the last 50 years. Glass cockpit avionics, ballistic parachutes, and other safety features were on prominent display. The classic designs and features of older aircraft such as the Lockheed Electra Junior were a point of appreciation as well. The highly polished Electra caught sunlight like a beacon, drawing many admirers, as did the legendary Boeing B-29 Superfortress known as Fifi. Light sport aircraft from Cessna, Flight Design, Piper, and others got a thorough going-over from many in the crowd. {Long Beach Flying Club pilot} Bruce Kerr of Long Beach, who recently returned to flying after a 45-year hiatus, was among those considering LSAs, but he was also intrigued by the notion of building a Glasair Sportsman 2+2. The kitplane manufacturer offers a "Two Weeks to Taxi" builder program for the 2+2."

AOPAs inaugural "Flight Training Summit" assembled aviation leaders in a brain-storming environment to overcome the pilot drop-out rate so devastating to our industry: Long Beach Flying Club was fortunate to receive an invitation and participated in the day-long event. AOPA summarized the event:

Lack of educational quality, customer focus, community, and information sharing are the four key reasons student pilots drop out of flight training. That's the conclusion of Mark Benson, chairman of world renowned market research firm APCO Insight. Benson made the comments as part of his presentation of the research at the AOPA Flight Training Summit Nov. 10 in Long Beach, Calif.

The figures are startling—student pilots drop out of training at a rate that approaches 80 percent. That's why AOPA, in close coordination with the flight training industry, is working on solutions to stop the major outflow of students, and hopefully increase the pilot population as a result.

The research results kicked off the summit, which was sponsored by Flight Training magazine. More than 100 of the industry's top minds came together in an effort to stop the alarming student dropout rate.

"I was told I have a lot of courage to undertake this—put two pilots together and you get six ideas," said AOPA President Fuller, kicking off the summit. "And I said, 'Only six?'"

"This is the starting point of something that will affect all of us for years to come," Fuller added, quickly getting down to business. "I believe we can make a difference to the future of general aviation, but only by working together."

"The fact that we had to add extra seats today speaks to the fact that we have the passion and desire to make a change," said Jennifer Storm, AOPA director of public relations.

The packed meeting began with a detailed look at Benson's research results, which were based on more than 1,000 respondents. Using a combination of focus groups and a phone survey of pilots, both current and lapsed student pilots, and flight instructors, Benson found that the flight training industry has obvious and important areas for growth.

"Any process that has a 20 percent success rate isn't a success," said Experimental Aircraft Association President Rod Hightower, noting the staggering drop-out rate and tremendous opportunity for improvement.

Perhaps the single most significant finding with implications throughout the flight training community is that despite the industry's shortcomings—and there were many—the experience of flight remains an inherently positive one which can overcome many of the negative aspects.

"That finding alone is of huge importance because it gives us something we can build on," said Fuller. "It means student pilots want to like the experience."

Conventional wisdom has been that time and cost are the driving factors in a student pilot's decision to continue or drop flight training. But the four broad themes of the statistical model paint a different picture in which educational quality has the biggest impact.

Five of the eleven discrete factors are directly related to educational quality with respect to both individual instructor effectiveness and flight school support for and management of instructors: effective instruction; organized lessons; flight school policies that support and maximize instructor effectiveness; providing additional resources; and test preparation.

Also, there is a clear desire for a sense of community, of belonging to a special group with unique skills.

"[A] truly unique element of research is the community element—people want to be part of a community and want recognition for it," Benson said. The research suggests that flight schools could enhance the training experience by taking more steps to draw student pilots into the community that can provide additional encouragement and support.

(Cont. page 2)

SAFETY TIP By Phil Barton

When flying home from a beautiful vacation spot, such as Baja, California, or Durango, CO, you may have passengers who will insist on getting home regardless of the flying conditions. My motto is "if in doubt, don't do it." Succumbing to time pressure is often the fast way to disaster. There are a number of strategies you can use to offset a time pressure situation.

Don't let others impose their sense of urgency on you. When you feel that your passengers are creating time pressure, intentionally slow the pace. Speaking slowly and professionally can sometimes diffuse the sense of urgency. In other words, don't fall victim to the hurry-up syndrome.

Don't delay your decision making. When you put off making a decision to divert, go around, or turn back, you simply increase the time pressure for making the decision later. Instead, look well ahead, maintain situational awareness, and make decisions early that will relieve the time pressure later.

If you have delayed your decision making, listened to your "get home-itis" passengers, and flew yourself into some bad weather, don't be afraid to declare an emergency if the need arises. After ATC has helped you get back on track, you can always un-declare an emergency and revert back to normal operations when the situation is resolved.

Remember, "good judgment comes from experience, and experience comes from bad judgment." Adios, and fly safely

ACCOMPLISHMENTS



MARIA NG	First Solo	C152	CFI RYAN DAVIS
MATT GONZALES	First Solo	C152	CFI TOMAS MARTINEZ
KYUNGWOON MIN	Private	C152	CFI DAVID KIM
RYAN DAVIS	ATP	PA44	

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 RAND STERRETT!

TOP GUN AWARD goes to SZYMON KWASNY for logging the most flight hours in club aircraft in September. Runners-up were SUE HYUN KIM and MARIA NG!!! Happy 30th anniversary -- November 15, 2010 marks Candy's thirtieth year here at the club!!! Also, believe it or not, October 27th marked our eleventh year in our new building!

From page 1 The research also made the important distinction that cost was not a statistically significant reason people drop out of training. While cost is a factor, Benson found that value, and a student's perception of a school's ability to be fair and honest, were more important. Student pilots are more concerned about getting good value with the money they spend than about the actual dollars and cents amount. They want to know that the flight school and instructors put the students' interests first and look for ways to minimize cost and maximize the effectiveness of every dollar spent. Factors like flight simulators and well-maintained aircraft that are available to fit the student's schedule affect this perception.

Information sharing is another key factor. Student pilots feel at a disadvantage when choosing a flight school and instructor, and even when determining whether they can afford to learn to fly, because the flight schools and instructors have a great deal of knowledge that the student pilots do not—such as the school's student success rate and realistic estimates of what it will cost to earn a certificate.

After hearing the research results, participants broke out into working groups to start down the long road of solving these many issues. The results of those sessions will be discussed at length in the near future as AOPA and the industry analyze the results and attempt to come up with actionable items that can have a positive impact on the problem.

"This is the beginning of a national, industry-wide conversation on growing the pilot population," said Fuller. "During the coming year we will be taking this conversation to locations around the country and conducting similar sessions to help build the work we do today."

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to Phil Barton for the help with this newsletter!

CHRISTMAS GIFT IDEA -- give the gift of flight a Long Beach Flying Club gift certificate fits perfectly in that holiday stocking!

CHRISTMAS AND THANKSGIVING are coming!!! We will have the following office hours during the holidays:		
8:30 AM to 1:30 PM	Wednesday, November 24, 2010	Thanksgiving Eve
Closed	Thursday, November 25, 2010	Thanksgiving Day
8:30 AM to 1:30 PM	Friday, December 24, 2010	Christmas Eve
Closed	Saturday, December 25, 2010	Christmas Day
8:30 AM to 1:30 PM	Friday, December 31, 2010	New Year's Eve
Closed	Saturday, January 1, 2011	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!		

Holiday

Hours

CALENDAR

Nov 17	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!
Nov 18	"Navigating the R-2508 Complex, surrounding Edwards AFB, and avoiding a midair collision with FAST movers" at 7:00 PM at the Los Alamitos Joint Forces Base, 3976 Constitution Ave., Los Alamitos, CA. The hallowed skies surrounding Edwards AFB have seen nearly every advance in aviation history. Mr. Bill Koukourikos from the base's Flight Safety Office will review the mission and the airspace surrounding the base and discuss mid-air avoidance techniques that you can use in any type of airspace. Don't miss this energetic and engaging presentation. There will be plenty of handouts.
Dec 17	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 17th 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!
Jan 26, 2011	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!



GARY FAJACK

SWAHI PRIYANKA KAMMULA

HAROON HAFEEZ

CHRIS ROTH

PRIYAN DEVAPRIYA

OTTMAR S. LISSMAN

ADAM WHITE

MATHEW GRAS

JULIE CHRISTINE CABAN

ALAN BEATTY

GI YUK LEE

SHANE SELLERS

CHIEH SHEN

MATTHEW SHOPE

WIDI TJIU



HAPPY NOVEMBER BIRTHDAYS

TURGUT AYTUR

GREG BELOIT

SANDESH BHAVANAM

ALLAN BODOH

CARLOS CAMPOS

DALE CHOPPIN

MARVIN ESCOBAR

GARY FAJACK

SUNIT KAKKAR

MYEONG SEOK KIM

STEPHEN H. LEE

DOUG MCCLARY

DELANO MELIKIAN

HUGO MENDEZ

ROBERT. RUCHHOFT

MATTHEW SHOPE

DAVID THOMPSON

JEREMY TRASK

ADAM WHITE

FAASafety.gov
"Aircraft Intercept Procedures"

The FAA would like to remind all aviators of the procedures used if intercepted by air defense aircraft. During national security events, Temporary Flight Restrictions (TFR) are NOTAMed and enforced by NORAD interceptors. Due to the dire consequences of not following the correct procedures, it is highly advisable to be fully aware of what to do during an intercept.

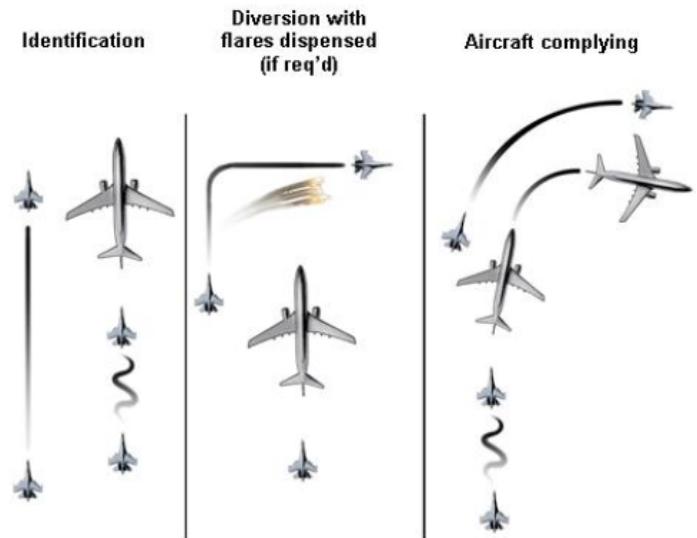
These procedures have been updated in the Aeronautical Information Manual (AIM) and Aeronautical Information Publication (AIP), however due to the long publication cycles they will not be incorporated until August 25, 2011. Please take a few minutes and review the procedures and make yourself aware of what to do if intercepted. Intercept Procedures can be reviewed at: https://www.faasafety.gov/files/notices/2010/Oct/Intercept_Procedures.pdf.

We have also included the Visual Warning System (VWS) information if you are flying around the Washington DC SFRA. More details including a video demonstration of the VWS are available from the following FAA web site: <http://www.faasafety.gov/VisualWarningSystem/VisualWarning.htm>.

There will soon be a PowerPoint presentation that addresses Intercept Procedures from a US Air Force perspective.

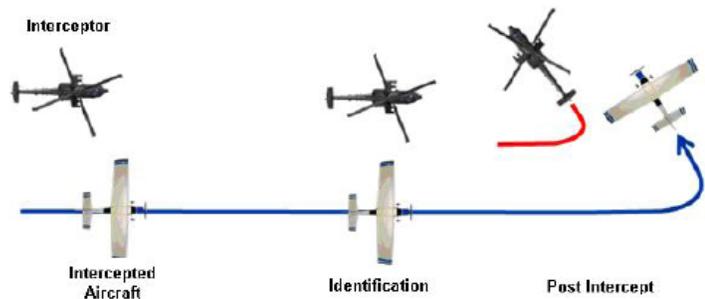
We'll let you know when that is available.

Intercept Procedures



NOTE: During Night/IMC, the intercept will be from below flight path.

Helicopter Intercept Procedures



NOTE: Intercepted aircraft must not follow directly behind the helicopter thereby allowing the helicopter pilot to maintain visual contact with the intercepted aircraft and ensuring safe separation is maintained.

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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!

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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.

It's just that easy to give a unique and treasured gift. Keep it in mind for upcoming birthdays or anniversaries!

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DISCOVERY FLIGHT

\$89 for one, two or three in a C172 or Warrior
Fly with an FAA Certified Flight Instructor - you fly the aircraft!

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\$195 for a 60 minute tour for 1, 2 or 3 people
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