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APRIL 2004

HAPPY EASTER 2004!

EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP Many thanks to everyone who completed and sent their postcards or faxes to the City in **opposition to the PacifiCenter** housing development proposed for the middle of the traffic pattern for Runway 25R. WE can defeat this proposal if we keep up the pressure. So stay tuned and stay involved! Thanks again!

A new **squawk system** has been implemented and should be much for versatile. The basis of the system uses FAR 91.213 and the guidance of Advisory Circular 91.67. The squawk page is divided up into thirds: (1) the squawk area for describing the situation, (2) a sequence of decision steps to determine if the aircraft if flyable and, if so, a signoff by at least a private pilot, and (3) a signoff area for closing the squawk by an A&P mechanic. If only the first area is filled out, the aircraft is grounded. With two or three areas filled out, the aircraft is approved for flight. Come by and check it out -- the FAA has reviewed it and we think it will be quite workable in our operation.

LONG BEACH ATCT LETTER TO AIRMEN NO. 04-01; VFR Flight Following — As of February 18, 2004, pilots may now call Clearance Delivery at Long Beach Airport prior to departure and obtain instructions for obtaining VFR flight following services from Southern California TRACON (SOCAL). This service is provided on a workload permitting basis. The following outlines what pilots can expect when utilizing this service.

If you would like VFR flight following services, contact Clearance Delivery on frequency 118.15 with your request. Please include full call sign, type aircraft, destination, VFR altitude and which runway you request. The Clearance Delivery controller will issue you VFR flight following instructions to receive these services from SOCAL after you depart.

The following are examples of what type instructions you can expect to receive: Destination CNO from Runway 25R: "N12345, fly right downwind departure towards 91/605 interchange, maintain VFR at or below 2500, contact SOCAL on 124.65, squawk 0215."

For any destination from Runways 30/25L/25R; "N1234J, fly runway heading until leaving 1500, then turn left heading 180 for radar vectors, maintain VFR at or below 3000, contact SOCAL on 127.2, squawk 0221."

For the local practice area or southeast bound from runways 30/25L/25R; "N123NM, remain east of the 710 freeway, maintain VFR at or below 2500, contact SOCAL on 127.2, squawk 0223." OR "N22123, turn left at the river, maintain VFR at or below 2500 Contact SOCAL on 127.2, squawk 0206.

The intent is to have aircraft exit the Class D airspace southbound between the 710 and the Queen Mary. Do not make a downwind departure. All aircraft going to the practice area and or southeast from Runways 30/25L/25R must go south.

If you haven't already, make sure to write in the **Special Flight rules frequency 128.55** on your LA TAC chart -- it was inadvertently left off the current revision.

FOR IMMEDIATE RELEASE -- Helen Ruth CRANZ, Master CFI & Master GI

Helen Cranz recently earned both Master CFI and Master Ground Instructor designations. Helen retired from the US Navy and is the chief CFI for the Long Beach Flying Club, a Part 141 school at Long Beach Airport (LGB). She also works as a ground instructor with Hank Smith Insights. The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Helen R Cranz, a resident of Midway City, CA. Recently, Helen was designated a Master CFI (Certificated Flight Instructor) and a Master GI (Ground Instructor) by NAFI, her professional aviation education organization.

To help put this achievement in its proper perspective, there are approximately 81,000 CFIs in the United States. Fewer than 400 of them have achieved that distinction thus far. The last nine national Flight Instructors of the Year were Master CFIs while Helen is one of only 36 California aviation educators who has earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by a candidate through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the *creme de la creme* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Helen will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in May of 1995.

**HELEN'S
CORNER**

APRIL 2004 SAFETY TIPS -- BY JOHN MAHANY

Congratulations are in order for Chief Instructor Helen Cranz! Helen has recently met the rigorous requirements as set forth by NAFI, and has earned both the Master Certified Flight Instructor, as well as Master Ground Instructor Designations! This is quite an honor, and an accomplishment, and reflects her many years of experience and dedication to flight instruction! Well done, Helen!

Movin' on... I have been offered, and have accepted, a position as an instructor with Flight Safety International, here in Long Beach! I will be starting this month, in the Cessna 421 program, as a class room and simulator instructor. The CE 421 is a pressurized, cabin class, piston twin. I have really enjoyed the time I have spent flying and teaching here at Long Beach Flying Club! I hope to stop by when I can, to say hi and still do some flying!



* ACCOMPLISHMENTS *

JOSE FONTAO	SOLO	C152	CFI BILL ROSENBERY
CHARLIE ZABINSKY	PRIVATE	C152	CFI BILL ROSENBERY
DAN PRINKEY	PRIVATE	C152	CFI BILL ROSENBERY
J.P. DONNENFIELD	MEI	SEMINOLE	CFI JEAN MICHEL CARLOUT
BEN SARAFI	PRIVATE		CFI HARRY LEICHER



Lots of congratulations are in order: Kevin Gustafson is in training at a Mesa Airlines affiliate and will be based in Washington DC. Tom West and Gabrielle Villano have completed first officer IOE for America West in the Airbus 319/320. Brian Adams has upgraded to Captain in the MD11 for World Airways. Kimberly Harding has completed training in the Saab 340 and will be based in LA for American Eagle. Matt Field is in training for Sky West in the Brasilia. Daniel Kruse has upgraded to Captain in the Beech 1900 for Mesa Airways. What a month!



NEW CLUB PILOTS WELCOME!

- JOHN BAILEY
- HARVEY GABER
- JAE CHUNG
- TIMOTHY CLARK
- PAUL STRAUSS
- MILKI MULLOR
- MAHINDER TATINENI
- DONALD MIKAKAMI
- DAVID TATTINI
- THOMAS GIBBONS
- HENRY SILVERMAN
- WILLIAM DORMAN
- DOUG ROBERTS
- ROBERT TAGLE

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ, JOHN MAHANY and HANK (TOA) SMITH for the help with this newsletter!
EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@lbflflying.com.

NOTAM: Catalina Island has raised their landing fees to \$20.00, regardless of the number of passengers on board.

NOTAM: Make sure to call Flight Service just prior to departure to get the most up-to-the-minute TFR info.

EMAILED: Well, I did it! I passed my CA upgrade check ride. It was a tough one. I spent an entire 2 months online before the upgrade. Honestly, it wasn't quite enough. But hey, now I'm making the little bucks...which is more than the FO making the no bucks. How is all at the club? Thank you for all of your support with EVERYTHING. Honestly, I wouldn't be sitting in the left seat of a 121 op if it wasn't for you and your school.

Thank you again. Daniel Kruse, oh wait, its Captain Hollywood now. HAHA

NOTAM: Chris Kohanek writes from Atlanta: "There is good flying to be found everywhere, but I find it to be a little different out here. I am flying out of LZU, one of the more active airports in the area, but at 350 operations a day, positively sleepy in comparison to LGB. The checkride was entertaining when first renting out here: Question from check CFI during checkride: "Do you always leave your lights on when practicing maneuvers?" Answer from me: "Hell Yes!". This area presents different aviation issues that are not a big problem in SoCal: There are no real mountains to speak of here, which is great in that you don't have gusty winds in passes, but you don't have them for navigation either. Big stretches of green forests in every direction make for crummy visual checkpoints!"

**Long Beach Flying Club CFI meeting May 26th from 6:00 pm to 7:00 pm at LBFC
Reciprocating Engine Nomenclature class given by Nicole Cagnolatti**

Nicole Cagnolatti has been affiliated with aviation for 14 years. She is a private pilot with both single and multi-engine privileges and has 370 hours. She graduated from Long Beach City College and then A&P school at Orange Coast College graduating as 'Student of the Year.' She is an Aviation Safety Counselor for the Long Beach FSDO. Nichole has just received a new job at an air charter company at San Bernadino International Airport as a Learjet 31/31A/55 mechanic.

The title is "Reciprocating Engine Nomenclature" and it is a basic class. This is not meant for mechanics but rather CFI's and students. The topics include a hands-on pointing out of different engine pieces, their makeup and where they fit into the grand scheme of things. Essentially, we build up an engine from the inside-out and explain how it works.



HAPPY APRIL BIRTHDAYS

- WILLIAM ARMET
- JOHN CALDWELL
- JAE CHANG
- JOSH CHANG
- WON HYOUNG CHOI
- JAMES CHOO
- PAUL CLAEYSSSENS
- PATRICK CLEVER
- MARK CRAWFORD
- DWIGHT DENNIS
- JOSE DIAZ
- RICHARD GARNETT
- JEFF GIEBELHOUSE
- ARNOLD GUESS
- PAUL HERMAN
- KIM TAE-JOON
- JIN YUP KIM
- ALEX KOTHE
- LARRY LARKIN
- PAUL LARSEN
- ADAM LEVIN
- URI LEVY
- TOM LUNDIE
- IRENE MARTIN
- WAYNE MORSE
- ROBERT PARKER
- CARLOS ROSSIL
- CRAIG ROWE
- VERONICA SALDIVAR
- DANIEL SANTOS
- PAUL SCOTT
- JACKSON SHAW
- FEDERICO SILVESTRI
- IOAN SIMIONESCU
- MICHAEL TAYLOR
- JON TINERVIN
- LANCE WEBB
- THOMAS WEST

CALENDAR

April 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 April.

May 1: Operation Takeoff, a free FAA Seminar on "Introduction to the Automated Flight Service Station and the Services Available to Pilots" from 9 AM to 1 PM at the Hawthorne Flight Service Station. Contact (310) 970-0102 for info or reservations.

May 8: FAA approved Aircraft Dispatcher Course begins for 13 weeks. Contact 1-800-248-7737 or hanksmith@earthlink.net.

May 26: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.

October 21-23, 2004: AOPA 2004 will be held at LGB and the Long Beach Convention Center!

MEETING MINIMUM STANDARDS DOESN'T CUT IT IN AVIATION!

By Hank Smith, Torrance, CA

Don't be happy with just meeting minimum standards as a pilot. This applies to every flight as well as getting a job as a pilot. Accident and incident reports are filled with stories about bent aircraft flown by pilots who set their sites too low. The only people who think experience isn't important are people who don't have enough experience. But, for experience and flight hours to count for something you need to make every hour count. Treat every flight like it might be your last one. No pilot wakes up in the morning and says, "Honey, I won't be coming home tonight." Fortunately most pilots do take flying seriously. But, don't fall into the "Hey, I met the minimum standards!" "Great, I'm sure you'll be the last one we hire!" trap. In December of 2001 the entire airline industry hired 298 pilots. Wow, think of all those lucky men and women! But, before you start trying to imagine who they may have been know that nearly 7,000 pilots were furloughed the same month. (Reference AIR Inc.) That's a lot of competition for a few jobs. And things haven't been much different since then. If you aspire to a career in aviation start young. I recently read that 95% of pilots for major airlines have at least a Bachelor of Science degree. So, if you have one, go back and get a master's degree. I went at night while working full-time as a U.S. Air Force Flight Crewmember with a rank of Captain. You could do the same. Or top me with a doctorate. You could get a flight instructor certificate. I set a goal of 1,200 hours my first year as a CFI. Why? Because I already had 300 hours and I needed 1,500 to take the ATP knowledge test at that time. The flight school wouldn't hire me unless I got a CFII so I did. And, I did it. And I got my single and multi-engine ATP. So, how did I get all those hours? I went to the flight school from 8 to 8 six days a week. If you do the math you will see how inefficient I was. I spent over 3,600 hours at the airport to reach my goal of 1,200 hours of pilot time. But, I couldn't get a job in any of the 50 states. So, I went to Puerto Rico and stayed there until I got 500 hours of multi-engine time flying over-water international routes. Which I thought looked cool on my resume but never got me a job with a major airline. Then, I bought a house and got married. I found out that I really enjoyed instructing more than flying for a commuter. And, the money was better! And, here I am. The most important lesson I ever learned was to strive to be the best rather than shooting for the minimums. To you that means if an airline says you need 1,200 of turboprop or jet time get it and apply. Then go get another 1,200 while you're waiting to hear from them. And, enjoy the process. That will probably be as good as it gets. There have been a few "get to the airlines quick for \$30,000 programs" around. But, ticket than getting rich as an airline pilot. That is, if you shoot for the minimums rather than the stars!