

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

Teaching the World to Fly

MAY NEWSLETTER 2004 ...

HAPPY MOTHER'S DAY!



... ceilings and visibilities unlimited ...

Editor [Candace A. Robinson](#)

WE FLY WITH CARE Now, more than ever.

[Editor: Candy Robinson](#)

WHAT'S UP?

MIXED UP! AIRPORT WILL PRESENT CHALLENGES

Beginning July 9, 2004 for four consecutive weekends, Runway 30 will be closed from 11 pm Friday to 7 am Sunday for repairs. The same schedule will be in effect the second and third week of September, skipping Memorial Day weekend. The airlines, general aviation representatives, LGB tower and the airport bureau have been meeting for over a year to make sure the airport will run smoothly during these times. Expect a few changes around Runway 25 Left, which will be detailed in the Airport Facilities Directory, including extra signage and a PLASI in operation for air carriers for a 3-degree glideslope. Good news is that the PLASI could be installed on Runway 16 Left after the Runway 30 project is complete. Currently only Runway 16 Right has glide path guidance. JetBlue, which has 20 flights on Saturdays, has proposed a course using the 319 degree radial off SLI to intercept the extended centerline for Runway 25 Left. There's more - one or two of those Saturdays will require that 25L also be closed for work at the intersection. We (general aviation) have been assured that tower services will be provided as routinely as possible. In fact, tower has been awesome in promoting the balance of operations at LGB, especially during these times. So let's do our part and really shine - heads up, get every call the first time and fly like it's a checkride. We want an A-plus on the debrief of these Super Saturdays.

Boeing Realty Corporation (BRC) PacifiCenter, recently renamed Douglas Park, has set 1,400 housing units as their preferable plan. The Airport Advisory Commission is scheduled to give their recommendation to the City Council on the draft EIR at it's May or June meeting. It is anticipated that they will NOT recommend NO HOUSES. Houses on an airport is just plain crazy. We also suffered a blow at the last city council election and will probably be getting anti-airport councilpersons at both ends of Runway 30. The DEIR will then expected to be given to the planning commission by late July. In the meantime, tiedown and hangar areas are being designed for the airport frontage of the property, so that at least is progress as we continue to fight the housing project in the middle of the traffic pattern for Runway 25 Left.

HELEN'S CORNER

Helen Ruth CRANZ, Master CFI & Master GI

Checklists Each airplane (except Seminole) has two checklists (bright pink) in side /back pocket. These are to stay with the airplane; please do not remove. If you want a copy, contact dispatch and they will be happy to provide one for you.

Master Instructor Accreditation

The Master Instructor (MI) (Flight and/or Ground) designation is a nationally recognized credential that may be earned by outstanding aviation educators. These aviation educators provide quality, diversity and

professionalism within the flight instructor community. The designation is based on a system of advanced professional standards as well as peer review. It is granted by the National Association of Flight Instructors (NAFI) and serves a dual purpose. First, it identifies and publicly recognizes those "Teachers of Flight" who are demonstrating an ongoing commitment to excellence, professional growth and service to the aviation community. Second, it sets a professional standard to which all aviation educators can aspire. Obtaining a MI designation is also recognized by the FAA as one way to renew your CFI certificate.

The designation is earned by an applicant through a rigorous process of continuing education and just like a flight instructor's certificate, must be renewed biennially. The MI designation acknowledges an individual's continuing professional growth and involvement. Candidates must accumulate a minimum of 32 continuing education units (CEU) in four different activity categories over the course of 24 calendar months. The four categories of activities are:

Educator: A MI is first and foremost an aviation educator.

Service to the Community: A MI offers professional services freely by doing pro bono activities for the good of the aviation community.

Creator of Media: A MI authors and shares ideas, methods and original research through the use of various media forms.

Participant: A MI is also a student who is always learning and increasing his/her knowledge base.

The required 32 CEUs must meet minimum criteria with at least half of the CEUs coming from the Educator category activities. Candidates must have held for a minimum of 24 calendar months either a valid FAA Flight Instructor Certificate, if applying for the MCFI designation or FAA Ground Instructor Certificate, if applying for a MGI designation. An application packet can be downloaded from NAFI's website www.NAFInet.org or www.NAFIMasters@aol.com.

LBFC is fortunate to have three NAFI Master Instructors. Let's see if LBFC can become the most professional flight school with the most Master Instructors. Questions or help, please ask

CFI MEETINGS - Everyone is welcome. May meeting is also a Wings Safety Meeting. June will be a video of Reno Air Races. - Helen

QUIZ: Flight instructors should constantly seek ways to improve their qualifications, their effectiveness, and the services they provide to students.

True or False?

The answer True is correct. Professional flight instructors must be confident in their own qualifications and abilities in order to impart confidence to their students. However, they must also constantly seek ways to improve their qualifications, their effectiveness, and the services they provide to students. Flight instructors are considered authorities on aeronautical matters and are the experts to whom many pilots refer questions concerning regulations, requirements, and new operating techniques. Therefore, you have the opportunity and responsibility of introducing new procedures and techniques through your students and through certificated pilots with whom you come in contact.

MAY 2004 SAFETY TIPS -- BY JOHN MAHANY

Well, its back to school for me, again, at Flight Safety. I am learning about the 300 and 400 series Twin Cessnas (except the 336/337), and what makes them tick. I am going through initial and recurrent ground school plus simulator training. There is also a Cockpit Procedures Trainer, or CPT, which is used for teaching checklist procedures, hence the term, CPT. The simulator is a level 6 simulator, and has motion, but the landings don't count. You get to go do that in the airplane! I have about 3 months of training to go through, before I am fully qualified to teach. I am looking forward to it.

TSA SUSPENDS "PILOT INSECURITY RULE"

The "pilot insecurity rule" has lost its bite--at least for now. The Transportation Security Administration has

<http://ourworld.compuserve.com/homepages/lbflyingclub/Archive/bulletin0405.htm>

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suspended enforcement of the rule that allowed it to revoke a pilot's certificate for alleged security risks. The rule was particularly onerous because the only avenue of appeal was back to TSA! AOPA has opposed the rule since it was first imposed without any opportunity for public comment a year and a half ago. Thanks to an intense lobbying effort by AOPA on Capitol Hill, Congress ordered TSA to come up with a new appeal process. TSA won't enforce the rule against U.S. citizens until a new appeals process is in place.

HEAD FIRST - Hank Smith (Long Beach)

I've been teaching people how to fly airplanes for almost 30 years, and all during that time one theme has remained firm and unchanged. "First comes knowledge-followed by skill." In my opinion - skill without knowledge is a vector to the scene of the accident where the pilot, behind the aircraft, is the last to arrive. As many of you may know, I am currently "out of medical". (An FAA term, which loosely translated, means "After you have out bicycled Lance Armstrong - come see us for consideration". True to my ideals, I still talk a good flight. Though bungee'd to the ground, I can continue to help my fellow pilots get their heads right before they get into the air. Although free advice is my current loss-leader, I also offer charge-worthy services. Such as:

Multi Rating Seminar- One day eye-opener for MEI's and students. Sat, May 29th.

B-737 Systems Intro- Taught by Capt. Mark Radford. Sat. June 5th.

Special, Expanded, ATP Written Test Prep. 2 weekends June 19/20 & 26/27. (Better preparation-means a better score)

A blatant commercial like this should at least provide a phone number. Ok, it's 562-424-2288. Call me; learn more about flying from a well-grounded guy.

NOTAMS

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 (LGB) 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@LBflying.com.

NOTAM: LONG BEACH AIRPORT ASSOCIATION NEEDS YOU -- the time is NOW to join -- LBAA applications are available at the club. We need your support -- all LBAA membership fees go to printing costs of the quarterly newsletter and protecting General Aviation rights at Long Beach Airport. Your Long Beach Airport Association dues donations are TAX DEDUCTIBLE so sign up today!!!

EMAILED: When asked to share experiences from his 8100 hours, ATP Darcy Vernier replied: "I flew Twin Otters for the UN in the Sudan. I was in Saudi Arabia; flying 737's on 9/11. How's that?" Yes, that definately gets attention on a resume!

EMAILED: "Thanks for lending me your plane! Everything worked perfectly well, I flew to Big-Bear, GCN, Page, Santa-Fe (NM), again to Page, Brice-Canyon and LAS. Cheers, Otto"

CLUB REG UPDATED: The squawk books are no longer kept in the aircraft. The squawk sheets are now a section in the Aircraft Tach & Hobbs Book given out by the dispatchers. The squawk procedure change has prompted a change in the club rules and regulations. The paragraph now reads:

SQUAWKS Please fill out Aircraft Discrepancy Reports in order. The pages become a part of the aircraft record so please do not remove from the Aircraft Book. Do not document multiple discrepancies on a single page -- use multiple pages for multiple discrepancies. There are 3 sections to the Aircraft Discrepancy System: 1. AIRCRAFT DISCREPANCY REPORT. Write out squawk as descriptively as possible. 2. FAR 91.213 PILOT Maintenance Procedures. If a discrepancy is found which is not an obvious grounding item

and the aircraft might still be used, the pilot can use this section to help determine if the aircraft is legal to fly. However, continuation of the procedure is not required, nor is recommended if there is any doubt as to the procedures involved. 3. **CORRECTIVE ACTION.** a signature by an A&P mechanic or licensed repairman completes the discrepancy and the sheet no longer affects your flight except to give historical information about the aircraft. **DO NOT FLY THE AIRCRAFT UNLESS** all of the discrepancies are completed plus you are satisfied with any outstanding FAR 91.213 Pilot Maintenance Procedures that may exist. It is the pilot's responsibility to perform a thorough preflight inspection. Any discrepancies discovered during a preflight inspection will be entered into this log and this aircraft will not be flown until the discrepancies discovered during the preflight inspection are corrected either by maintenance personnel or by documented using the FAR 91.213 Pilot Maintenance Procedure.

CALENDAR OF EVENT

May 26: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.
October 21-23: AOPA 2004 will be held at LGB and the Long Beach Convention Center!

June 5: 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.

July 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 July.

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

ACCOMPLISHMENTS

JIM WADDELL.....	SOLO.....	C152.....	JOHN CAREY
ERIC JOHNSON.....	SOLO.....	C172.....	JOHN CAREY
SCOTT LEIGHTON.....	SOLO.....	C172.....	ALEX KOTHE
JEFF GREELEY.....	PRIVATE.....	ARCHER.....	JOEY ROEHRICH
DAVID TATTINI.....	INSTRUMENT.....	C172.....	JOEY ROEHRICH
ED RATLEDGE.....	INSTRUMENT.....	C172.....	JOEY ROEHRICH
JACK BASHFORD.....	CFI.....	172RG.....	PAUL RAYMOND

Alumni report: We received an update that CLAUDE BOURGEIOUS is now a captain in a B737 for ASA! And BOB KUNDIG says life is great from the left seat of the B737 for Southwest!

BIRTHDAYS

GIL ALVARO
 AYMAN ALZUBAIR
 WILLIAM AZZALINO
 SUSAN BAKER
 MICHAEL BOANTA
 TIM CAMPBELL
 CHAD CARLIN
 TIM CLARK
 GARY COLLINS
 CHRIS DOLAS
 ERIC EDWARDS
 TIM ENGEL

NEW CLUB PILOTS

VERONICA SALDIVAR
 CHRIS LAWRENCE
 JOSE RICARDO MOTA
 REMINGTON ESTERS
 SERJ HARTUTUNIAN
 TIM CAMPBELL
 JOSEPH CORFF
 OTTO HOLLBORN
 JOE SIMMON
 JUN YU
 YOSHIZAWA TOMONORI
 ADAM MEKRUT

JAVIER FERRERO
RUBEN GARCIA
ROGAN GIRARD
RICHARD GLADE
DAVID GLENDAY
SERJ HARTUTUNIAN
ROBERT HOLLEY
DEAN JONES
KELVIN KAPYA
ROBERT KRASS
VERN KRUSE
HYO-RIM LEE
JOHN LEVY
JASON LIM
ASHOFF MAHAJAN
STEVE MC DERMOTT
JASON MC KEEVER
ROD NELSON
PAUL OVERACKER
YONG PARK
DAN PRINKEY
MARK RADFORD
BRYAN RAMIREZ
JIM ROSS
ROBERT SANTOS
TREVOR SCHOONOVER
MIKE SEYMOUR
RANDY SOMERSHAE
WILLIAM STROUD
MIGUEL TORO
DAVID WILCOX

PAUL TURNER
FABIAN GEORGES
RUDI LIMICH
JAVIER FERRARO
CORY COLPEAN
THOMAS WATSON
RADEK KOHOUT

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