

## LONG BEACH FLYING CLUB & FLIGHT ACADEMY

### Teaching the World to Fly

JUNE NEWSLETTER 2004 ...

HAPPY FLAG DAY!



... ceilings and visibilities unlimited ...

Editor [Candace A. Robinson](#)

**WE FLY WITH CARE ..... Now, more than ever.**

[Editor: Candy Robinson](#)

### WHAT'S UP? EXPECTED TAXI ROUTES FOR WEST DEPARTURES

The long-awaited LGB Expected Taxi Routes have been finalized. The expected taxi routes are a series of airport diagrams that clearly illustrate the routing which pilots might expect from several major locations on LGB. A symbol identical to a hold short sign is used on the diagram to alert the pilot when the route crosses an active runway.

These taxi routes are provided to assist in the familiarization and planning of ground operations and now that surface operations are a required topic for practical test standards, both for initial certification and flight review, Expected Taxi Routes are also an important tool to introduce pilots to surface movement procedures. The routes are not ATC clearances. The tower may issue a different route or departure point. Pilots are cautioned to proceed via the actual ATC clearance received. If any doubt exists, request clarification or progressive taxi instructions from ground control. **READ BACK RUNWAY ASSIGNMENT AND HOLD-SHORT INSTRUCTIONS.**

Here are the Expected Taxi Route diagrams that have been published for west traffic:

From	To
Southeast Ramp (Gulfstream)	25L full length 30 at J
South Ramp (Aeroplex Area)	25L at Delta 25L full length 30 at D3 30 full length
Southwest Ramp (LBFC Area)	25L at Delta 25L full length 30 at Delta 3 30 full length
West Ramp (AirFlite Area)	25L at Delta 30 at J
Northwest Ramp	25L at Delta 25R full length 30 at J
	25R full length

Northeast Ramp	30 at J
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In addition to these 6 routes that have been designed primarily for piston aircraft, with intersection takeoff ability, there are 4 diagrams for jet and turboprop aircraft for the full length of Runway 30.

Available in each Aircraft Dispatch Book are the finalized route diagrams from LBFC, the Southwest Ramp. We've also assembled packets to help with lessons on surface operations, containing Advisory Circular AC91-73 Pilot and Flightcrew Procedures During Taxi Operations and the Southwest Ramp route diagrams. The Advisory Circular is recommended review for all pilots, focusing on safety awareness on the flight desk/cockpit (planning and communicating), with sections concerning operations at airports without operating control towers and use of exterior lights to make an aircraft more conspicuous to all other persons involved in airport flight and ground operations.

Statistics show that approximately 70 percent of runway incursions at LGB occur taxiing for departure. These route diagrams are the LGB of a long coordinated effort between the Long Beach FSDO and the Long Beach Tower. Your feedback would be tremendous to help with safe ground operations at LGB.

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## **HELEN'S CORNER**

**Helen Ruth CRANZ, Master CFI & Master GI**

### Current Vs Checked Out

Everyone must be checked out to fly an airplane. You are checked out when the CFI approves of your flying and completes all the paperwork (Currency Log Sheet & Aircraft Written Exam, if you are a licensed pilot, etc.). You are current if you fly the LBFC appropriate make/model airplane every 90-days. Now we know that if you don't fly more frequently than every 3-months, you are legally current but certainly not proficient. In fact, I would set my personal minimums to fly an airplane every week or two. After you receive your pilot license, you are at a peak of proficiency and competency - it goes down hill from there unless you reserve time in your busy schedule to stay current. Set your own minimum currency standards just like you have your own personal weather minimums. You know how well you perform when you fly frequently and how lacking your skill when you don't fly frequently.

### Scheduling an Airplane

If you are reserving an airplane for more than 3 to 4 hours, please place destination on schedule. If you are scheduling a local Practical Exam (Checkride), you do not need the airplane while you complete the paperwork and the oral. Also, do not schedule the airplane and then perform an hour or so ground before proceeding to the airplane. Please be considerate of your fellow pilots.

### Complex Airplanes

Please do not perform more than four (4) landings in an hour. Continual gear recycling does not allow the hydraulic oil to cool and could damage the power pack, which is VERY expensive and time consuming to replace.

### Aircraft Checkout Exam

There are several changes to the Standard Aircraft Checkout Exam. One of the changes is having the pilot understand that there are differences between models of the same make airplane including but not limited to airspeed, fuel & oil capacities, gross weight, etc. The loaner manuals and reference Weight & Balance forms in the cabinet are to be used to become familiar with an airplane and complete the Exam form. The approved Flight Manual in the airplane is the ONLY source for gross weights and operating fluids, etc.

### Cross Country Flights

Cross-country flights are always fun but remember to have adequate oil and not minimum or below minimum oil for your trip. There is oil in the back of every airplane. If not, take a quart or two with you for a X-C flight. There is NEVER any reason to return an airplane below minimum oil levels. This is the one thing

that does more damage to the life of an engine than anything else.

### Landing Lights

Not a required item, but nice to have; remember they burn out frequently, especially if used while you taxi during daylight hours. This is NOT a grounding item for the airplane. Your flight is not a 'for hire' flight even if receiving instruction, you are not a charter flight.

### Future CFI Meetings

Thanks to all the CFIs and future CFIs for the great turnout for the May meeting to hear Nicole talk about engines. She will return in Sep to take apart a magneto and review carburetors. Other meetings planned are: constant Vs fixed pitch propellers and turbo systems. Let me know other topics you would like to review. June meeting features our own LBFC member Walters Saunders who will show a video about the Thunderbirds and Reno Air Races. We will also welcome Lynn Carlson, DPE, who will review completing an 8710 application.

August meeting will feature a Tuskegee Airman telling his fantastic stories.

Everyone is welcome at our CFI meetings.

### **QUIZ:**

A flight review consists of a minimum of 1 hour of flight training and 2 hours of ground training. True or False?

If you answered False you are correct. 14 CFR 61.56 states that a flight review consists of a minimum of 1 hr. of flight training and 1 hr. of ground training. The review must include at least a review of the general operating and flight rules of 14 CFR Part 91 and a review of those maneuvers and procedures that the instructor determines are necessary for the pilot to demonstrate that (s)he is capable of safely exercising the privileges of his/her airman certificate. The flight review should consist of maneuvers taken from the appropriate practical test standards (PTS) booklet.

**EXAMPLE:** A commercial pilot would be expected to perform all maneuvers in accordance with the commercial pilot PTS. Flight instructors should encourage their students to adopt a personal currency program that goes beyond the minimums specified in the regulations and to regard the minimum regulatory currency requirements to act as PIC for various operations as only the foundation for a comprehensive personal currency program. Pilots must set specific goals with their personal currency program, including such items as: minimum flight time per month, regular night operations (flight time, takeoffs, landings), practicing maneuvers appropriate for the certificate and ratings held and regular flights with a CFI.

### **JUNE 2004 SAFETY TIP -- BY JOHN MAHANY**

Did you know that there is an easy way to convert the temperature from Centigrade, as it is given on the ATIS, to Fahrenheit, without using a calculator? Take the temperature, multiply times two, and add thirty. The result is within a degree or two of the actual Fahrenheit equivalent temperature. For example, take a Standard Day. With a temperature of 15C given on the ATIS,  $15 \times 2 = 30$ ,  $30 + 30 = 60$ . 15C is actually 59F, so using this method you are within one degree of the actual Fahrenheit temperature, which is close enough most of the time.

### **Long Beach Pilots To Fight Housing Proposal AOPA Pilot June 2004**

The Long Beach Airport Association has formally joined the ranks of those opposing plans to build 3,900 housing units on airport property. In a letter to the City of Long Beach, the association explained that it finds

plans for residential development "virtually on the airport" to be "sheer folly" in terms of safety and noise. While the group does not oppose development entirely, it suggests that research and development activities, light industry or warehousing, office space, or limited retail could be appropriate and compatible uses for the land. In addition, the group suggests that, because the property in question is immediately adjacent to Runway 25R, some GA projects, such as hangars and tiedown space, would be welcomed.

This may be one case where airport supporters and neighboring residents are in agreement. The Lakewood Village Neighborhood Association recently adopted a resolution opposing the high-density housing component of the development, saying it would not be compatible with surrounding neighborhoods, which have an average density of three units per acre compared to the 25 units per acre proposed in the new development.

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## **PRICES CHANGE DUE TO INSURANCE INCREASES EFFECTIVE JUNE 12, 2004**

Our annual aircraft insurance renegotiation happened June 12th, and, like all other flight schools, we got socked with an increase -- 9 percent. To offset these additional expenses, we have raised aircraft rental rates to the following cash discount rates:

CESSNA 152 (8 planes) \$59.95/HR  
 PIPER WARRIOR (5 planes) \$77.95/HR  
 CESSNA 172 (4 planes) \$77.95/HR  
 PIPER ARCHER (2 planes) \$81.95/HR  
 CESSNA 172RG \$96.95/HR  
 PIPER ARROW \$99.95/HR  
 SEMINOLE \$159.95/HR

There will be no price change for the AST 300X simulator.

New prices apply for flights beginning June 12th.

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## **NOTAMS**

**NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to Helen Crazz and John Mahany 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](mailto: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!!!

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## **CALENDAR OF EVENT**

**June 30:** Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.

**July 10:** 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!

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### ACCOMPLISHMENTS

MIKI MULLOR...SOLO.....C152.....CFI JOEY ROEHRICH  
 JAE W. CHUNG...PRIVATE.....C152.....CFI HEISHU  
 ROBERT BRENNAN.PRIVATE.....WARRIOR.....CFI DAVE AUTCHULER  
 JOSEPH CHOI...PRIVATE.....WARRIOR.....CFI HEISHU  
 PAUL HERMAN...PRIVATE.....C152.....CFI HEISHU  
 BRIAN WATERS...COMM MULTI...SEMINOLE....CFI JEAN-MICHAEL CARLOUET  
 DONALD MIKAMI..COMM MULTI...SEMINOLE....CFI JAESEONG OH  
 PETER JACKSON..COMM MULTI...SEMINOLE....CFI DAVE AUTCHULER  
 BILL ROSENBERRY.MEI.....SEMINOLE....CFI JAESEONG OH

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Congratulations to Kevin Gustfson on his job in the ERJ with US AIRWAYS!!! Also, LEIF ROWE recently obtained his Learjet type, CFI CHAS PERIGOUE. LEIF ROWE has also accomplished his annual 135.293 recurrency Part 135 checkride in N3004U with checkairman MIKE FORD!

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### BIRTHDAYS

BILL BARKER  
 RON BLACKLEDGE  
 JEAN CARLOUET  
 JOHN P. DONNENFIELD  
 THOMAS DUCKWORTH  
 AMY ELLSWORTH  
 DARRIN GLENDAY  
 ED GRAHAM  
 JOHN(PHIL) GREGORY  
 GEORGE HAFTOGLOU  
 MIKE HALPIN  
 PETER JACKSON  
 RADEK KOHOUT  
 JEFFERY LEW  
 TONY LIBERATORE  
 GEORGE LYLES  
 ADAM MEKRUT  
 JEFFERY MEYER  
 MIKI MULLOR  
 GREG MUMENTHALER  
 JOSHUA MUNCIE  
 GREGORY MYERS  
 GREG NELSON  
 PETER NILY  
 JOHN PADRICK  
 RAKESH RAVINDRAN  
 CANDY ROBINSON  
 JEFFERY ROCK  
 LUIS ROJAS  
 THOMAS ROWLEY

### NEW CLUB PILOTS

KELVIN KAPYA  
 DANIEL GREEN  
 MIKE CHIARELLA  
 JOHN KANDLER  
 JULIO PIZANO  
 RYAN MILLER  
 JEFF FACEMIRE  
 DAN ITSARA  
 KEVIN MENDONCA  
 CARLO TENGCO

JAY SHEARS  
MATTHEW SILVER  
HENRY SMITH  
SUSAN SMITH  
DUNCAN STEWART  
RICHARD STRUM  
RONALD "RICK" TALBOT  
TARI TARICCO  
DEAN THOMAS  
MATT WILLIAMS  
HOWARD WILLIAMSON  
TODD WYCOFF

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