

LONG BEACH FLYING CLUB & FLIGHT ACADEMY
DECEMBER NEWSLETTER 2004 MERRY CHRISTMAS!!

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* GOD BLESS AMERICA * WE FLY WITH CARE Now, more than ever *

Editor Candace A. Robinson

EDITORIAL: WHAT'S UP? A GREAT WAY TO TOP OFF 2004 - WELCOME 2002 SYMPHONY,
N240MF!

Fortunately, you don't need to don your tuxedo to attend this Symphony. But what a distinguished, high wing 2-seat aircraft! The first act starts with a Cessna-like pilots operating handbook. You'll find the major players are a 160 horsepower Lycoming O-360 engine with fuel tanks that hold 29.1 usable fuel. Setting the scene with a maximum takeoff and ramp weight of 2150 pounds, N240MF has an empty weight 1477 pounds. This leaves a useful load of 673 pounds. With full fuel that works out to 499.4 pounds for people and baggage. Take care, though, when operating at those higher weights as maximum landing weight is 109 less, 2041 pounds. The second act stars a panel stacked with a Garmin GNS-430 COM/VOR/LOC/GS/GPS, a Garmin GNC-420 COM/GPS, and a Garmin transponder and audio panel. Don't look for a yoke, this ride has a stick. At \$74.95 per hour, checkout requirements are a minimum one hour flight check or a CFI RATING with a flight check to proficiency. The Symphony is parked on Tom's Aircraft ramp and will be maintained by their shop. Come give our new Christmas present a standing ovation and make some room in your 2005 flight plans for some time in N240MF. BRAVO!

N5301H FOR \$49.95 PER HOUR!

For all flights returning before 2:30 December 31st 2004, our Cessna, N5301H will cost about 50 cents a mile!!! The cash/check discount rate will be specially offered to club pilots for the low, low price of only \$49.95! Plan that BFR, night currency flight or some just plain fun flying! Come schedule some bargain flight time today!

HELEN'S CORNER

Flying Tip. With so many people flying during the holidays, let's give you some tips to save your ears. You may not fly your General Aviation airplane with a cold and blocked ears; however, you think nothing about flying a jetliner with a cold. The results can be devastating and particularly painful. The trick given to me by a Flight Attendant is: Ask for two (2) styrofoam or cardboard cups. Hold these cups over your ears during takeoff and descent. This will help equalize the pressure in your ears.

Practice Area. The practice area is NOT over any airport at any altitude. An instructor at the airport will be happy to tell you where their airport's designated practice area is located. This is usually depicted on the chart with a designated plane-to-plane frequency for your more congested areas.

A Unique Perspective. By John Mahany, Harry Leicher and Helen Cranz

We know they're out there. Those CFI's who are only in it to build time. With little or no respect for the profession of Flight Instruction, they're willing to accept the hours in the logbook as their total compensation for their labor.

How are those of us who are trying to make some money instructing going to get those others to stop "giving it away?" We probably aren't going to. The FAA has often ruled that "free flying time" is, in fact, compensation. As long as those hours in the logbook have value, there will be those who will undersell others just to get "the sale."

So if we can't stop them, how can we compete with those who are giving it away?

We don't.

Does the Mercedes dealer compete with the used car lot selling Yugos? Does the Beverly Wilshire

Hotel compete with Motel 6? Do the stores on Rodeo Drive compete with Wal-Mart? The way the "high end" retailers make a sale is by selling a product far superior to the bargain brand, and aiming their sales efforts at those who understand that cheaper is not always better. What does this have to do with being a CFI? Your ability as a Flight Instructor is the product you're selling. Are you someone who has just barely met the FAA minimums for issuance of the CFI certificate (the bargain brand) or are you dedicated to your profession of preparing students to be competent, safe pilots? So how do you, as a CFI, establish yourself as selling a superior product? The NAFI Master CFI designation is a good way to go. What does earning that designation entail? The applicant must demonstrate continued activity including 1) education (flight or ground instruction), 2) service to the aviation community (Aviation Safety Counselor, presenter at Safety Seminars, Civil Air Patrol, etc.), 3) creator of media (newsletters, articles, presentations), and 4) a participant in updating one's own skills (attendance at aviation events, continuing education, earning new ratings, etc.).

If you have been active, you may already have met most of the criteria. For more info regarding the Master CFI program, visit the National Association of Flight Instructors website <http://www.nafinet.org/mastercfi/index.html>. Once you have earned the MCFI designation, you'll be able to direct your marketing at those who are willing to pay a fair price to get a superior product, and not concern yourself with those who are "giving it away!" A NAFI (National Association of Flight Instructors) Master Flight or Ground Instructor is truly special. MCFIs go the extra mile to ensure their chosen profession is setting tough standards for all to aspire. They enhance safety through the improvement of aviation education. They are set apart from other instructors because they care enough about teaching to stay current on instructor education more than just bare minimums. They seek excellence in their chosen profession and are in all likelihood full-time instructors who are dedicated to the art of teaching. They are involved in serving the aviation community. These special individuals are setting the example for all CFI's to emulate by mentoring other aviation professionals. These individuals are in the top one-half of one-percent (.5%) of all flight instructors.

Does the above description sound like you? If so, start gathering your documentation to apply for MCFI membership. Yes, it is a lot of work and does take extra time but it is well worth the effort. We shall be glad to answer your questions or help you. LBFC & LBFA have three MCFIs, which is .75% of the CFI population. Combined flight experience is 88-years with a combined CFI time of 64-years. Will you become the 4th MCFI and help us raise this statistic?? Having three MCFIs at one flight school is very rare as you can tell from the percentage of how many CFI's are MCFIs. Additionally, each of us has been named the FAA LGB FSDO Flight Instructor of the Year. The only thing you have to sell a potential student is your reputation. A MCFI has been recognized by their peers and are the elite leaders who are ready to help any student or flight instructor. They have set themselves apart from other instructors by their passion, commitment to excellence and dedication to the art of teaching. Please join us and make your New Year's Resolution to become a Master CFI.

So what is a Master CFI, anyway? A Master CFI, or MCFI, is an individual who goes beyond teaching in both the classroom and the airplane. The designation is granted by 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 professional standards to which all aviation educators can aspire. A Master CFI is also actively involved, as a volunteer in the aviation community, possibly as a speaker at safety seminars, as well as being a creator of media, such as through writing, publishing and on-line, internet activity.

Why earn the MCFI Designation? This is a chance to expand your horizons, and re-define your self as an instructor. Earning the Master CFI Designation puts you among the top tier, the elite, of CFI's nationally. Did you know that among the more than 81,000 CFI's, fewer than 400 of us are Master CFI's? This is less than 0.5%! Do you enjoy teaching and sharing your passion for both teaching and flying? Do you want to excel as a CFI, or just be another, average CFI, building time? Do you set goals for yourself? Consider this as a goal to be reached, just like another rating or certificate. Why not try to achieve this, along the way towards becoming an airline, fractional or corporate pilot? Perhaps having Master CFI on your resume will help you to stand out among your peers, and give you a competitive edge at an interview! But this is not a one-time issuance. The MCFI, like the CFI Certificate, is only issued for two years, and then it expires and has to be renewed, if you desire to maintain your MCFI designation. It is not easy to earn the MCFI. The Master Instructor designation is a national accreditation that may be earned by aviation educators and is based on a system of advanced professional standards as well as peer review. You have to be active in a variety of activities to meet the criteria. Go to the NAFI website, www.nafinet.org for more information on this.

Do you want to be able to raise your hourly fee? Earning the MCFI will allow you to do that! By setting yourself apart from other CFI's as a MCFI, you can and should command a higher fee for your services! Give this some serious consideration. Look back over the past year or two and see what you have done as a CFI. Perhaps your activity has already allowed you to meet some of the requirements. Start keeping track! If not, how about a New Year's resolution to start working on the MCFI in 2005?

Hello Club members,

For those of you who don't already know me, let me introduce myself. My name is Jack Bashford, and I am a relatively new CFI at Long Beach Flying Club. I started in May of this year. During my short time at the club I have noticed many pilots do not follow the west ramp engine starting procedures correctly. These pilots either don't fully understand the rules when starting on the west ramp, or choose not to follow them. This is my understanding of the starting procedure when on the west ramp.

Do:

- * Make sure the preflight is complete and everything is ready in the cockpit, including headsets, charts, pen, paper, etc. before pulling the airplane out of its parking spot.
- * Be ready to start the engine when you pull the airplane out of parking.
- * Pull the airplane out of the parking spot and face east toward the 7 right run-up area.
- * Keep the airplane as close as you can to the parked airplanes when you pull out.
- * Start the engine relatively quickly and check the oil pressure.
- * Once oil pressure is green, let off the brakes and start rolling, then check brakes.
- * After you check the brakes, start your taxi toward the 7 right run-up area and park on the furthest T.
- * You don't need a clearance to taxi to the 7 right run-up area; it is a non-movement area. You can just taxi to Ts; then get a clearance.

Do not:

- * Do not start the engine while the airplane is in its parking spot.
- * Do not pull the airplane out of parking if someone else west of you is already pulled out.
- * Do not line up the nose wheel on the white painted line when you pull out.
- * Do not perform the preflight inspection after pulling the airplane out its parking spot.
- * Do not pull the airplane out of parking if you are not ready to start the engine.
- * After starting the engine do not hold your position and listen the A.T.I.S. or call clearance delivery.

The reason for these procedures is to ensure that all planes are able to enter and exit in a timely fashion. If these are not followed, airplanes may be blocked in or delayed, wasting valuable time. If you need any clarification on the west ramp starting procedures, please see Helen Cranz, our Master Chief Certified Flight Instructor.

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 Thursday, December 16th 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!

REVIEW OF THE HOLIDAY AND WINTER OFFICE HOURS

8:30 AM to 2 PM
 Friday December 24, 2004
 Christmas Eve
 Closed
 Saturday December 25, 2004
 Christmas Day
 8:30 AM to 2 PM
 Friday December 31, 2004
 New Year's Eve
 Closed
 Saturday January 1, 2005
 New Year's Day

From: Candy Robinson [lbflflyingclub@compuserve

NOTAM: CHRISTMAS GIFT IDEAS -- give the gift of flight -- a Long Beach Flying Club gift certificate fits perfectly in that holiday stocking! We also have LBFC logo shirts - polo shirts, sweatshirts and tee-shirts! If the stocking is big enough, a LBFC logo baseball cap, visor or mug will also be great for the pilot in your family.

TOP GUN AWARD goes to WON CHOI, logging the most flight hours in club aircraft in November! Runner-ups were SCOTT PLUDE and HARVEY GARBER!

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ, JACK BASHFORD, HARRY LEICHER, RICHARD GARNETT 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@lbflflying.com.

EMAILED: Dear CANDY, Hi it's Sandy Bell. It's been a long time coming, I have finally made Capt at United Airlines. Training begins in Dec. Please let your club pilots know that dreams do come true with hard work and perseverance. It maybe tough times in the industry now but there will always be a need for air travel. Keep' em Flying.

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: Hi Candy, I have some fairly exciting news to report. I just completed my LR Jet type rating / ATP at Sim Com in Orlando FL. Followed up by a 299 Check in Ft. Lauderdale and I am officially good to go as Captain on the Lear. I can't tell you how relieved I am to have all that BS behind me. Myself and another Captain had to ferry our company's new Lear 36 to Mojave for post RVSM flight testing. They will have it in the hanger for a week taping into the pitot static system and installing A battery of sensors, a drone and computers. Then we go fly a designed grid out over the desert to make sure everything is working properly. I might have to ferry another Lear 25 out to the mid-west tomorrow. This will be our company's third airplane. We hope to have gone over RVSM'd and have it online early next year. Warm regards, Rob Hart

NOTAM: Many thanks to Doug Noble, Heishu Kim and all the other pilots that helped make Operation Christmas Child such a success!

NOTAM: Congratulations to RICHARD GARNETT, top Club CFI for November, logging the most hours of dual given in club aircraft! Runner-ups were HEISHU KIM and PAUL RAYMOND!

C A L E N D A R

December 16: COME TO THE CLUB CHRISTMAS HOLIDAY BUFFET -- 1:00 here at LBFC!

January 8: 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.

January 26, 2005: 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.

ACCOMPLISHMENTS

Brandon Wells	Solo	C172	CFI Jack Bashford
Jason Freeman	Solo	Warrior	CFI Richard Garnett
Sara Kelly	Solo	C152	CFI Joey Roehrich
Alan Baker	Solo	C152	CFI Joey Roehrich
Nick Klubnikin	Private	Warrior	CFI Richard Garnett
Kevin Mendonca	Private	C172	CFI Jack Bashford
Brian Waters	CFI	C172RG	CFI Alex Kothe
Lyndon Willko	APT	C152	CFI Helen Cranz
Bill Rosenberry	APT	C152	CFI Helen Cranz
Fred Pitcher.	APT	C152	CFI Helen Cranz
Richard Garnett	APT	WARRIOR	CFI Helen Cranz
JaeSeong Oh	APT	C152	CFI Helen Cranz
Joey Roehrich	APT	WARRIOR	CFI Helen Cranz
Dave Thompson	APT	C172RG	CFI Helen Cranz
Arnold Leto	APT	C172RG	CFI Helen Cranz
Rob Wallace	APT	C172	CFI Helen Cranz
Emi Kennedy	APT	C172	CFI Helen Cranz

The charter department has a recent accomplishment with JOHN MAHANY accomplishing his recurrent IFR Single-engine Captain Part 135 checkride with Checkairman MIKE FORD!

CONGRATULATIONS to SANDY BELL for making Captain at United Airlines!

Congratulations to ROB HART on the completion of his LR Jet type rating, ATP and Captain upgrade in the Lear 24!

CONGRATULATIONS to Jean-Michel Carlouet who recently finished IOE for SkyWest and is based in Palm Springs.

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
SEAN COOPER	Joel Asmussen
DAWN LEWIS	Alan Baker
MIKE LUPARELLO	Marvin Ballard
PHILIP MARGOLIS	Eduardo Burga
LOU MYERS	Sinisa Divjak
HAJIME NAKAMURA	Jan Dyszynski
DAVID THOMPSON	Tracey Ferguson
ALEXANDER TORRES	Paul Fox
CHRIS VAN VELDEN	Miguel Garcia
KEITH WINN	Tony Goetz
DEXTER TAN	Charles Hicks
SHINICHI YASUMARU	Justin Honaker
FOREST KIRST	Mike Johnson
PAUL MILLIGAN	Edmond Jonckheere
	Forest Kirst
	Per Kristensen
	Christopher Lawrence
	John Legge
	Tomas Martinez
	Steven Michaels
	Donald Myhra
	Jim Partin
	Ed Ratledge
	Doug Roberts
	Janet Schwartz
	Thomas Sena
	Joe Simmons
	Seosamh Somers
	Leon Spehar
	Dennis Tae
	Matthew Van Gundy
	James Waddell
	Charlie Zabinski

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