

LONG BEACH FLYING CLUB & FLIGHT ACADEMY
 JANUARY 2005 HAPPY NEW YEAR!

visit us at www.lbFlying.com
 email club@LbFlying.com

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

Editor Candace A. Robinson

HERALDING IN THE NEW YEAR WITH A 2000 CESSNA 172SP!

A new addition for the New Year 2005 is N724SP. It's clean as a whistle and the interior envelopes occupants with that great leather smell. The panel is loaded: a KLN 94 color moving map IFR GPS; dual KX 155 navcoms and an autopilot. A true 10 inside and out. The checkout sheet reads: (1) minimum 1.0 hour flight check or previous LBFC C-172 checkout on file, and (2) ground checkout including Cessna C-172 fuel injection system video. N724SP rents for \$112.95. Happy New Year!

WHAT'S UP? 2004 WAS A BUSY YEAR!

Last year Long Beach Flying Club, Flight Academy and Air Charter flew 10,069.4 hours! Reported to the front desk: 31 students soloed, 23 students received their private pilots licenses, 15 achieved an instrument rating, 14 achieved a commercial license, 9 multi-engine ratings were completed, and 1 ATP was issued. There were 9 pilots who achieved their CFI rating, 3 that earned their CFII rating and 5 pilots accomplished a MEI rating. Twenty-four CFIs got their annual proficiency training (APT). There were 2 ground instructor licenses earned and 2 Lear Jet type-ratings were added. One club pilot moved up to a corporate flight department. Six club pilots were hired by commuter air carriers, one club alumni upgraded to commuter captain. Three club alumni moved from a commuter air carrier to a major air carrier. Two club alumni upgraded from copilot to captain of a major air carrier. Long Beach Air Charter had one pilot pass their initial checkride to qualify as Part 135 IFR single-engines captain and there were 2 successful recurrent checkrides. All departments were very, very busy in 2004 and we look forward to a busy year 2005!

TSA ADDS REQUIREMENTS TO DOCUMENT CITIZENSHIP

There are new regulations coming down from the TSA that we are in the process of implementing procedures to attempt to comply. The rules are changing daily, so please bear with us. As of this writing the following are the guidelines we will be following:

1. All club pilots will be grand fathered; that is, no proof of citizenship will be required for our files. Any ratings in progress on or before December 20, 2004 will not be required to have citizenship documented.
2. Club pilots who wish to begin flight training after December 20, 2004 for the private license; instrument rating or a multi-engine course must comply with either (a) OR (b):
 - a. The instructor needs to make the following endorsement in both the instructor's and student's logbook: "I certify that [insert student's name] has presented me a [insert type of document presented, such as a U.S. birth certificate or U.S. passport, and the relevant control or sequential number on the document, if any] establishing that [he or she] is a U.S. citizen or national in accordance with 49 CFR 1552.3(h). [Insert date and instructor's signature and CFI number.]" A copy of the student's logbook needs to be turned in to the dispatch desk.
 - b. Submit a copy of the documents listed in (a) used to prove citizenship to the club to keep on file for the required five years.
3. By January 18, 2005, all CFI's should have their Initial Security Awareness Training Program diploma on file at the club. This can be obtained by going through a short training course: [HTTP://DOWNLOAD.TSA.DHS.GOV/FSSA/TRAINING/INDEX.HTML](http://DOWNLOAD.TSA.DHS.GOV/FSSA/TRAINING/INDEX.HTML). CFI who have already provided diplomas say that it takes only 15 minutes to complete. As an incentive to get this on file sooner rather than later, CFI dues credit will be lost each month until the paperwork is on file.

For more information there are a number of web sites, the most understandable:
http://www.aopa.org/tsa_rule/.

HELEN'S CORNER

Symphony Checkouts for CFI's will be conducted by Helen Cranz and Mark Hilstad. Just give either of us a call to set up an appointment. Please complete the Aircraft Written Exam prior to appointment. Contact Mireille Goyer for instructions on the GPS.

Web Site: <http://www.faa.gov/NTAP/>. When you receive a briefing on NOTAMs, whether from an AFSS or DUATS, you only get "unpublished" NOTAMs. Published NOTAMs appear in a monthly publication called the NTAP, or Notices to Airman Publication. Most of these NOTAMs refer to changes on IFR charts and IFR approach/departure information. You can subscribe to the NTAP from the Government Printing Office or the NTAP is now online. Make sure you click on the most current edition. The items in this publication were submitted 1-2 months in advance and could possibly have changed. Always check unpublished NOTAMs for the most current information.

Check ride Jitters can be alleviated by thorough preparation well in advance of your appointment. Do not schedule the airplane for the 4-hours of your appointment. Your oral and document check is preformed first and generally takes about 2-hours, so you only need the airplane for 2-hours. There are two sets of papers/documents you need to gather before appointment - your personal documents including a thoroughly prepared flight bag and the aircraft documents. Use the checklist provided in the PTS. Don't forget to check the date on the Registration to ensure it has not expired. Gather all your required personal documents 2-weeks prior to appointment and double check the evening before your appointment and place them in a big envelope in your car so you do not forget them at home. Two-weeks before appointment, make a list from the Aircraft and Engine Log Books of required inspections and be prepared to find and discuss them with the Examiner. Eat a good dinner and get adequate sleep the night before. Do NOT do last minute cramming. The big day - eat breakfast/lunch including some protein so your brain can function. Additionally, you need to arrive at the airport 1-hour prior to your appointment. It is NOT good for the DPE to arrive before you. This allows you adequate time to ensure the airplane is ready. Make sure the windows are washed, oil and fuel are adequate and AROW documents are still in the airplane. Then relax and mentally prepare for the appointment.

A C C O M P L I S H M E N T S

<u>GregFaust</u>	Solo	C152	CFI Remington Esters
Javier Ferrero	Private	C152	CFI Remington Esters
JosephChoi	Comm Single	Seminole	CFI JaeSeong Oh
JosephChoi	Comm Multi	Seminole	CFI Heishu Kim
Matthew Silver	CFI	Arrow	CFI Dave Alchuler
Mark Hilstad	APT	C172RG	CFI Helen Cranz
Mireille Goyer	APT	C172	CFI Helen Cranz

SPACESHIPONE NAMED TIME'S 'INVENTION OF THE YEAR' Submitted by Ruth Ramos

LOS ANGELES (AP) 11.21.04, 11:15am -- SpaceShipOne, the first privately financed manned rocket to fly into space, has been named Time magazine's "Invention of the Year" for reviving the dream of spaceflight for regular folks.

The magazine in particular noted designer Burt Rutan's solution for overcoming the problem of intense heating that other types of spacecraft face when they plunge back into Earth's atmosphere at high speed. SpaceShipOne was designed with its twin tail booms on hinges to allow the tail sections to fold upward at a right angle to the fuselage when the craft is at its apogee, or the top of its suborbital flight path. Like the feathers of a badminton shuttlecock, the drag of the folded tail slows the re-entry to prevent the buildup of speed and heat. Later during the descent, the tail booms fold back into their normal position to allow the craft to fly as a glider and land on an airport runway. Rutan and his pilots call it a "carefree re-entry." In contrast, NASA's space shuttles need a layer of thermal tiles and

Russia's Soyuz spaceships use heat shields to protect against damage from fiery re-entry.

SpaceShipOne was funded by Microsoft co-founder Paul G. Allen at a cost of more than \$20 million and was built in Mojave, Calif., at Rutan's company, Scaled Composites, located on Mojave Airport. In June, pilot Mike Melvill was at the controls when the craft made its historic flight to an altitude of 62 miles, becoming the world's first private manned spaceship. The Federal Aviation Administration awarded him the first commercial astronaut wings. The craft then was entered into competition for the \$10 million Ansari X-Prize for the first private rocket ship to reach space twice within two weeks. Melvill flew back into space in September and colleague Brian Binnie took SpaceShipOne up again Oct. 4 to capture the prize.

EMAILED from Bill Stroud: I have 67.1 hours flying the Symphony 240MF while it was at California Flight Center including Cross Country trips to Bishop CA and Taos NM. I was disappointed to hear that it was taken of line at CFC but relieved to hear that you were going to operate it out of LBFC. Also, CFC charged \$75.00 per hour + tax which came out to \$81.16 per hour so you are offering a better deal.

I should also warn you that the aircraft struggles at high altitude airports and the pilot should always use 20 degrees of flaps for take off (per the manual) I took off from Big Bear once with out flaps. I was alone with about 2/3 of a tank of fuel and gave myself a good scare. After rotating and climbing to about 100 feet on momentum, the aircraft actually started a negative rate of climb. I was able to stabilize it by pushing the nose over and then establish a positive rate of climb my putting 20 degrees of flaps in. It is fair to note that the density altitude was about 9300 ft that day but I have noticed a hesitancy to get a good rate of climb at takeoff even at LGB without flaps. Also, the flaps should not be retracted until at least 300 feet of altitude and good airspeed has been achieved (probably about 80 knots or so). I think this lack of climb performance is probably due to the sleek design of the wings because the plane has plenty of HP at 165. The plus side is that the aircraft will cruise at 125 knots without any problem.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ, BILL STROUD and RUTH RAMOS for the help with this newsletter!

IN STOCK: Recently delivered to the pilot supply shop: GATS jar fuel tester. As described on the packaging, "This fuel tester allows you to put preflight fuel samples back into your airplane (a great alternative to tossing sampled fuel onto the ground: a practice now discouraged by the EPA). As sampled fuel is returned to the tank, a unique built-in screen separates solids and non-petroleum contaminants, so only clean, pure fuel is returned to the tank." Wish we had thought of that. The cost is \$19.95.

NOTAM: Check your flight cases: make sure you have the new 2005 FAR/AIM Manual. Also, check your Los Angeles charts, which expired at the end of the December.

MERRY CHRISTMAS HOLIDAY BUFFET -- Club pilots, family and friends turned out for our great Christmas party -- thanks to all who brought their favorite treats to share!

ATTENTION CLUB PILOTS: Don't throw away your old and out of date Los Angeles VFR charts! Consider donating them to the Downey High School Aviation Club for student use. Please drop your donated charts off at the dispatch office. For more information, contact club pilot Tom Mendenhall at: mendenhall_tom@hotmail.com, (562) 869-5828 - home, (562) 869-7301 ext 5348 - classroom.

TOP GUN AWARD goes to JOHN LEE, logging the most flight hours in club aircraft in November! Runner-ups were EDUARDO BURGA and TOM RUNGE!

CONGRATULATIONS to RICHARD GARNETT, top Club CFI for December, logging the most hours of dual given in club aircraft! Runner-ups were HEISHU KIM and BILL ROSENBERRY!

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! 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. Long Beach Airport Association dues donations are TAX DEDUCTIBLE so sign up today!!!

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.

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
Christopher Evans Grant Bathke Arpan Shah John Racz Michael Taylor Rin Honda Kevin Dickey Wilbert Hardy Zoe Keliher	Linda Amaya Abel Barba Bill Bell Charles Bell Eric Brounstein Richard Brown Won Choi Joseph Corff Micario Cornejo Richard Dach Christopher Evans Thomas Gibbons Kenneth Graham Ron Haehn Kimberly Harding Isaiah Huber Daniel Jenkins Henry Jenkins Sunmi Lee Paul Lopez Phillip Margolis Emilio Morales Jeff Muhle Lou Myers Brian Newman Andy Ng Shale Parker Dan Perkins Thomas Quinci Paul Raymond Thomas Runge Mike Sampson Brian Sheehy Ryan Smoot Robert Sulahian Don Sweet Dom Tallarita Dexter Tan Suresh Veeramachaneni Rene Wagner Brian Waters John Waters Robert Weebe Harry Williams

ORDER TODAY! Long Beach Flying Club Long Sleeve Polo Shirts in Navy, Black or Gray. Sizes small, medium, large, X-large \$24.95. XX-large \$26.95. 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.

El Cajon Valley 99s - Marian R. DeLano Memorial Scholarship:

\$1,000 for flight training

The deadline for applications is January 31st!!!!

Scholarship is good towards one rating or certificate only. Open to females residing in CA, AZ, NV, UT or HI. ATP not eligible. Student pilots must have solo sign off & written completed. The scholarship is based on need and a written essay. Download an application and instructions for complete details here-

<http://www.sws99s.org/section/pdf/MarianDeLano.pdf>

For other scholarships, some open to men too, check our site-
www.geocities.com/av8trxx99/FAQ.html

Thanks

Dorothy Norkus

SD Chapter 99s

Scholarship Chair/Webmistress