

**LONG BEACH FLYING CLUB & FLIGHT ACADEMY
FEBRUARY 2005 HAPPY VALENTINE'S DAY!**

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

Editor Candace A. Robinson

WHAT'S UP? NEW LA TERMINAL CHART PUBLISHED DECEMBER 23RD. Can you spot all the changes?

1. For clutter reduction, two informational boxes were reworded: from: "ATC CLEARANCE REQUIRED... Shoreline Route ... [and] ... Hollywood Park Route..." to : "SHORELINE... [and] HOLLYWOOD PARK See Inset for Requirements."
2. A new informational box for Santa Paula has been placed near the old Filmore VOR with the language "Caution Aerobatic Training Below 5500 122.775" on both the front and back side of the chart.
3. Three places on the front and one place on the back side of the chart the phrase "Los Angeles Special Flight Rules Area" replaces "Los Angeles Special Air Traffic Rules Area" for consistency with the regulation.
4. The text on the panel inset that contains the information on the Intensive Flight Training Areas has been changed from blue to magenta. There are now 12 areas with the addition of the Santa Paula alert box. Additionally, in the guidelines for using the Areas, the word "current" was added to describe the version of Los Angeles Chart to have in the aircraft.
5. The frequency for the Simi Valley and the Santa Clarita alert areas has been changed to 122.775 in both the alert boxes and on the panel inset.
6. The top of the Palos Verdes alert area has been raised to 7,500 in both the alert boxes and on the panel inset.
7. The Blockhouse was changed from "Intensive Flight Training" to "Aerobatic Training" and Palos Verdes was changed from "Intensive Flight Training" to "Intensive Flight and Aerobatic Training" on both the front and the back side of the chart.

But the prizewinning change was the addition to the language of the Disneyland TFR, which previously indicated an altitude of 3,000 without specifying AGL or MSL. They added AGL. Is that AGL over the Matterhorn or what? Let's see what they do with that with the next chart change in July!

IN A RELATED STORY, at the February 2005 Southern California Airspace Users Working Group, I was surprised to be awarded with a plaque from the group, recognizing me as the "Outstanding Airspace Committee Person of 2004." I'd never heard of such an award (so I'm pretty sure it won't go to my head) but the plaque is really a beauty and will soon be on display at the club.

**FEBRUARY 2005 SAFETY TIPS
BY JOHN MAHANY**

New Year; New Resolutions? What have you been putting off? What are your aviation goals for the year? Any? Courses to take, books to read, manuals to review, airplanes to get checked out in, etc.

HELEN'S CORNER

Symphony Update. Come fly and have fun. This stick-controlled airplane will remind you of flying a tail dragger without any of the complexities. It's almost as fun as aerobatics. For those who have not flown a stick, you are in for a treat. My first time in a stick-controlled airplane felt so natural and graceful. You will have no problems with our OMF. It is a high wing airplane like a Cessna, it has stall strips like a Tomahawk, nose wheel steering like a Grumman, and flies like a Bonanza. What more could you ask for??

There are several items that are unique to the OMF you will need to pay particular attention to:

- 1) Closing the cabin doors. Ensure pins are aligned with holes.
- 2) Flap usage is 20 degrees on Take Off, so pay close attention to Touch and Go's flap retraction.
- 3) Vortex generators purpose and unfavorable characteristics if missing.
- 4) Leaning Procedures. Leaning button on VM1000 (button 1).
- 5) Fuel shutoff valve.
- 6) 2 static ports.
- 7) Static and pitot drains.
- 8) Brakes / Rudder - nose wheel steering.
- 9) Fuel total 29.1 US gals, making 14.55 each side, not 15 as placarded. (Ref in several places in the manual says 30 total gal).
- 10) Landing weight is the same as take-off weight. (small translation conversion problem from metric to pounds, liters to gallons, etc.)
- 11) Baggage weight. Max in the 2 compartments exceeds total bag weight.

As you can see from the list above, the Symphony is its own unique airplane and unlike anything you may currently fly, it demands a thorough indoctrination to its characteristics. Your two CFI's with the most experience in stick airplane and different makes and models are Mark Hilstad and myself. Here is some background about these two instructors:

I have flown over 48 different makes and models of airplanes including both tail draggers and sticks. I also have about 400 hours in such airplanes as a Super Decathlon, J-3 Cub, T-38, Varga, Luscomb, Stompe, Clipper, etc. I also have taught aerobatics and have over 10,000 hours total time and about 8600 hours of instruction given.

Mark Hilstad's background in aviation is extensive. He has just over 15,000 hours total time and about 3000 hours of instruction given. He also has about 400 hours in a super Decathlon, most of which was flying and instructing aerobatics, giving him both a tail dragger and a stick. During that 15,000 hours total time he has also completed over 200 hand-flown Category-III ILS approaches to less than 1000 RVR and about 50 300 RVR takeoffs. Also his instruction experience includes 20 years as an air traffic controller in the US Navy Reserves training controllers in the control tower, GCA and radar approach control. His availability is posted on the CFI board so feel free to call.

Between the two of us, we are available for Symphony checkouts 7 days a week. So please call and set an appointment so you can experience this marvelous flying machine.

CFI Program. GPS. Come & learn some basics such as: 1) what is involved in teaching GPS (at VFR and IFR Level); 2) how to learn GPS to the instructor level (tips on how to go about it); 3) LBFC's GPSs: their features and limitations. Mireille Goyer, LBFC CFI, will present our program. She earned a degree in Math and Physics from the University of Poitiers, France. She then went on to UCLA where she graduated in Graphic Design and Computer Graphic Design. Over the last few years, Mireille has turned her attention to the challenge of teaching computer-based technology used in aircraft. She is an active ground and flight instructor with over 2,000 hours of flight time. As an FAA Aviation safety counselor, she enjoys sharing her knowledge at seminars. Please mark Feb 23rd on your calendar. Everyone is welcome.

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

Bruce Nettles	Solo	C172	CFI Jack Bashford
Frank Sotelo	Solo	C172	CFI Jack Bashford
Rudi Limich	Private	C152	CFI Harry Leicher
Phil Gregory	Instrument	Warrior	CFI JaeSeong Oh
Paul Raymond	Comm Multi	Seminole	CFI Dave Altchuler
Greg Nelson	CFII	C172	CFI Alex Kothe
Todd Ackers	CFII	C172	CFI Alex Kothe
Federico Silvestri	APT	C172	CFI Helen Cranz
Matt Silver	APT	Arrow	CFI Helen Cranz
Eduardo Burga	ATP	Seminole	CFI Alex Kothe

CONGRATULATIONS to RICHARD GARNETT, top Club CFI for January, logging the most hours of dual given in club aircraft! Runner-ups were PAUL RAYMOND & HEISHU KIM!

Congrats to Remington Esters on his Citation rating, CFI Jeff Rock with an observation by the

FAA.

GETTING AN FAA RAMP CHECK: PART I Submitted by Jim Trusty 2005***SOME DOS AND DON'Ts THAT MIGHT MAKE A SURPRISE MEETING WITH THE FAA A LITTLE EASIER***

Ramp checks, I am told, are just another way the Federal Aviation Administration enforces safety. It is not, I am assured, something that inspectors do in order to make friends and influence people. And if you fly far enough and long enough, you will be given the privilege of enjoying one.

Here are some facts that should help you get through what you will consider an ordeal and the FAA considers routine. I think the facts listed below will help both sides of a ramp check.

If you have been keeping up with the changes and movements within the Federal Aviation Administration over the years, you will have to agree that a ramp check is not the worst possible thing that can happen to you as you go forward in flight across our beautiful land. In fact, after reading this article you might be willing to voluntarily undergo one just for your own peace of mind. They even have a program where you can volunteer to experience this very thing called a P.A.C.E. Program. You might first want to ask yourself why you would want all this grief, but then you may also want to ask yourself if you are doing anything wrong that could be corrected by an airplane inspection and a short checkride. Probably not. I hope this article will remove any of the wild and bad things you have heard about ramp checks.

1. **ATTITUDE:** Be cool, be confident, don't panic, be polite and cooperative. It's quicker. There is absolutely no way that having a smart attitude is going to make this meeting go any better for either side. You are a pilot and so is the inspector. Let's act like the cool professionals we are all supposed to be.
2. **IDENTIFICATION:** Verify that this person is an FAA inspector and that they have the authority to check you and your aircraft. This should be addressed at the very beginning. I would be reluctant to answer a bunch of questions for a stranger and, in fact, would probably call the local FAA FSDO and report this individual if they could not produce proper and immediate identification.
3. **WITNESSES:** If possible, get a witness or two to the entire procedure. The inspector should not complain; it will protect both sides just in case things are not running as smoothly as either side would like. It will also give another pilot a chance to see how this type of inspection is conducted so they will be better prepared in case they are the next to feel the wrath or just parked nearby.

Continued next month. Jim Trusty, ATP/CFI, was the FAA/Aviation Industry National Flight Instructor of the Year (1997), and the Southern Region FAA Aviation Safety Counselor of the year (1995). He always appreciates your comments. You may e-mail lrn2fly@bellsouth.net

"GUESS WHAT? Hello to all my friends from California and across the country. I have some great news! I'm Pregnant! Baby is due in September! Love you all, Carolina"

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ, JOHN MAHANY, JIM TRUSTY and CRAIG LOWE 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! 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!!!

AVIATION FUN! One day the pilot of a Cherokee 180 was told by the tower to hold short of the active runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?" The Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like yours and I'll have enough parts for another one." Submitted by Craig Lowe.

IN STOCK: Recently delivered to the pilot supply shop: Pelican clip-on LED flashlight. Burns over 100 hours on 2 Cr2032 lithium batteries. Lifetime warranty except for sharkbite, bear attack or children under 5. It really says that on the label!

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

February 23: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.

March 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.

March 22: 2005 Aviation Safety Symposium, Queen Mary, contact: 562.420.1755.

April 27: 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**.

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
Patel Prashant Matt Stender Kent Prahmus Mike Zeid Douglas Scarborough Thomas Apalenek Russell Diewl John Mc Coy Kenneth Corben Cody Pierce Robert Avalos Robert Stewart Kirby Williams Louis Sims Christopher Tessier Matt Connolly Rachael Musser Brandon Miller Patrick Moorse Bryan Garcia Michael Russo Lars Romeis Usivio Pugh	Hani Abdelmessih Steven Acosta Andrew Bell Robert Brennan Fred Devries Malcom Dixon Gary Donovan Peter Engler Michael Ford Juan Fuxa Jeff Greeley Eric Hatch Rin Honda Hyoung-Jun Kim Thomas Kockinis Jan Koltai Dennis Lay Scott Leighton S. Anton Leo Michael Luparello Charlie McCormack Christopher Mc Coy Sean Eugene McNew Thomas Alan Mendenhall Paul Milligan Alec Orrick Steve Park Gnyandev Patel Charles Perrigoue Greg Poynton Joey Roehrich Leif Rowe Gary Runnels Arpan Shah Danny Chi Tong David Weinberger

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