

LONG BEACH FLYING CLUB & FLIGHT ACADEMY
MARCH 2005 HAPPY ST. PATRICK'S DAY!

visit us at www.lbFlying.com
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* GOD BLESS AMERICA * WE FLY WITH CARE Now, more than ever *

Editor Candace A. Robinson

EDITORIAL: WHAT'S UP?

GPS NOTES: YES, WE HAVE CURRENT DATABASES!

N19674, N724SP and N240MF are all equipped with IFR GPS systems. The database in 674 has always been kept current. But after acquiring the C-172SP, 4SP and the Symphony, OMF, we discovered expired databases. It has been remedied! The Symphony was a simple computer card remove and replace. The procedure used for 4SP was a little different and quite interesting. For an annual fee of about \$380, about half cost of the card method, a subscription can be obtained from Bendix-King. The subscriber uses a laptop to access the Internet and install King's GPS database downloader software. Each 60 days (the cycle of IFR NOAA data), a new database file should be downloaded into the laptop, then, via a special King cable, the laptop is then used to move the database into the GPS unit in the aircraft.

AIM paragraph 1-1-19, authorization to fly approaches under IFR using GPS avionics systems, the 2005 AIM has added the procedure to validate an IFR GPS during both the pre-flight and in-flight phases of flight. It's a quick read so get out that book!

HELEN'S CORNER: CHOOSING A FLIGHT SCHOOL (Part I)

One of the most important steps in the process of learning to fly is that process of finding the right school. There are a lot of items to consider when a student is choosing a flight school. All flight instructors and members should know the answers to some important questions. Some things prospective students look for are: 1) The school's philosophy, goals and objectives and how they match your needs. The philosophy for LBFC & FA is stated in our "Rules and Regulations" under Purpose: The purpose of the Long Beach Flying Club is to provide safe and reasonably priced aircraft rental to the membership. The rules, regulations and operating procedures have been developed to maintain consistency in operation, inform the membership of services provided and to provide rules by which each member may safely utilize the aircraft within a club atmosphere. Let's also look at some history of LBFC, i.e., 2) How long has the flight school been in business? and 3) What are the school's credentials and instructional staff? LBFC has been in business for 25-years and is at the third and final location on Spring Street. We became 141 certified in 1991 and were 135 certified in 1986. All instructors are self-employed, freelance instructors. Everyone has to find his or her own business and be good at it to survive. We have a Chief Instructor who conducts all CFI checkouts to ensure standardization and that everyone understands and follows the rules and regulations. We conduct mandatory phase checks for pre-solo and pre-solo cross-country flights. All CFI's have a plan of action and follow a syllabus. All CFI's receive an annual flight check from the Chief Instructor. In other words the flight school has high standards and demands excellence from all instructors. This is evidenced by having three Master Flight Instructors on staff, which is 1-percent of the nation's Master CFI population. The combined flight experience of these Master Flight Instructors is 88-years with 64-years experience as CFI's. Having three MCFI's at one flight school is very rare as you can tell from the percentage of how many CFI's are MCFI's. Additionally, each of the MCFI's has been named the FAA LGB FSDO Flight Instructor of the Year. I will look at other areas involved in choosing a flight school in Part II.

The Orange County 99s present FLYING COMPANION SEMINAR -- A day for pilot companions to explore flying - without getting a pilot certificate. Topics include: how an airplane flies; instruments, radios, plotting a course, "what will I do if", plus much more. April 23rd, 8:00 to 4:00 p.m. Contact Pat Prentiss at 951-533-3341 or patprentiss@aol.com.

CFI Meeting on March 30th will feature a FSS Specialist, Steve Shackelford. He is also a teacher of meteorology at Long Beach City College. He will discuss and demonstrate "Latent Heat." Everyone is welcome.

 MARCH 2005 SAFETY TIPS - BY JOHN MAHANY

Va - Maneuvering speed; what's new? Did you know that you should not apply full, abrupt control deflections, stop to stop and back, using aileron, elevator, and rudder, simultaneously? In other words, if you have applied full left rudder, in turbulence, the rudder should be returned to neutral, first, briefly, before you then apply right rudder, if you can. This is one result of research resulting from the accident investigation of American 587, which is the Airbus that departed JFK and subsequently crashed, in November 2001. There is a website containing detailed information on this; www.flightlab.net. From the home page, down on the right side click on Download Course Notes and Documentation, then on the downloads page, click on #8, Maneuvering Loads High - G Maneuvers. There is a lot of good information contained there!

SPARK PLUG FOULING: From Lycoming Service Letter L192B To Operators of Lycoming Aircraft Engines

In many cases spark plugs fouling resulting from the tetraethyl lead (TEL) in aviation fuels can be reduced or eliminated by proper operating techniques.

The problem of lead fouling arises when low engine operating temperatures coupled with rich mixture prevent the complete vaporization of the TEL. Under these conditions lead deposits can form in the spark plug electrodes, causing misfiring. By establishing and maintaining proper engine operating temperatures, the TEL can be kept properly vaporized and pass out the exhaust system.

The engine should be operated at engine speeds between 1000 and 1200 RPM after starting and during the initial warm-up period. Avoid prolonged closed throttle idle engine speed operation (when possible). At engine speeds from 1000 to 1200 RPM, the spark plug core temperatures are hot enough to activate the lead scavenging agents contained in the fuel which retards the formation of the lead salt deposits on the spark plugs and exhaust valve stems. Avoid rapid engine speed changes after start-up and use only the power settings required to taxi.

After a flooded start, slowly run the engine to high power to burn off harmful lead deposits, then return the engine to normal power.

Keep engine operating temperatures in the normal operating range. Too many people think the lower the temperatures the better. Keep cylinder head temperatures in normal operating range by use of normal power and proper leaning.

Use normal recommended leaning techniques at cruise conditions regardless of altitude and re-lean the mixture with application of alternate air or carburetor heat.

Rapid engine cool down from low power altitude changes, low power landing approach and/or engine shut-down too soon after landing or ground runs should be avoided.

Prior to engine shut-down the engine speed should be maintained between 1000 and 1200 RPM until the operating temperatures have stabilized. At this time the engine speed should be increased to approximately 1800 RPM for 15 to 20 seconds, then reduced to 1000-1200 RPM and shut-down immediately using the mixture control.

ACCOMPLISHMENTS

Matt Stender	Solo	Warrior	CFI Joey Roehrich
Prashant Patel	Solo	Warrior	CFI Joey Roehrich
Eric Degernes	Solo	Warrior	CFI Jaeseong Oh
Rachael Musser	Solo	C172	CFI Joe Simmons
Brandon Miller	Solo	C172	CFI Joe Simmons
Patrick Moorsee	Solo	C172	CFI Joe Simmons
Rin Honda	Solo	Warrior	CFI Heishu Kim
Jae Chung	Instrument	Warrior	CFI Heishu Kim
John Berg	Solo	C152	CFI Richard Garnett

Richard Dash	APT	Symphony	CFI Helen Cranz
Abel Barba	APT	Arrow	CFI Helen Cranz
Heishu Kim	APT	C152	CFI Helen Cranz

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

DAN KRUSE reports his transition to the Dash-8 for Mesa! He will be based in Denver!

TOP GUN AWARD goes to KELLY SIMS, logging the most flight hours in club aircraft in February! Runner-ups were PAUL HERMAN and RIN HONDA!

GETTING AN FAA RAMP CHECK: PART II Submitted by Jim Trusty
 DOs AND DON'Ts THAT MIGHT MAKE A SURPRISE MEETING WITH THE FAA A BIT EASIER

4. INQUIRE: Why the ramp check is being conducted, why you were selected for the honor, and what they will be looking for. I think you deserve to know the answer to these questions. If this is a random "witch hunt" then you have the time to decide whether you wish to participate. If it is a fact finding tour or a training session for a new inspector, I would worry a little that I was the selected training airplane. Are they following some new guidelines (which change with the administration or the weather) or just passing through and thought they would like to make their presence known?
5. WARRANT: None needed, nor any other special paperwork. It's a safety check, remember, protected by regulation and well-known by you and everyone else in aviation, so be prepared for the eventuality. I think that if they presented me with a warrant or any piece of paper with my name and aircraft number on it, I would run, not walk, to an attorney's office because the fat would already be in the fire, so to speak.
6. K.I.S.S.: Keep It Simple, Stupid! Do not volunteer information. You are required to give your name, state the fact that you are the pilot in command, and provide the required documents. Just as what they can do is spelled out very clearly in regulation, your participation should be to assist and not be the sole provider of information that may be detrimental to your future flying career.
7. NO!: The inspector DOES NOT have the right to board your aircraft! But they do have the right to start an enforcement action on the spot! So why invite trouble? If you have something to hide, now is the time to call your attorney; if not, let them look. This is a good rule for all involved. It keeps rather innocent things to you from becoming something so wrong to them. It should also let you know that the airplane has its uses and its limitations. Be mindful of exactly what you are ferrying and be prepared, if necessary, to explain to someone of authority why, what, where, how and who.

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

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
Yohei Uneo	Donald Almy
Rob Martin	TJ Barring
Arnie Leto	Jon Belanger
Michael Johnson	John Berg
Franko Benitez	Lawrence Bouchez
Eric DeGernes	John Carey
Scott Lacey	Mark Costell
Kerry Gillis	Tim Friedlander
Carlos Rodriguez	Dale Goss
Antonio Macias	Wilbert Hardy
John Huthmaker	Rock Harter
Wendy Postema	David Handleman
Jon Belanger	Lynn James
Pierre Borie	Randy Kolstad
Wali Smith	Mike Lektorich
Supina Suthiwat	Rob Allen Martin

Donald Mikami
Charlie Milner
Merritt Myles
Howard Nestman
Jae-Seong Oh
Fred Pitcher
Wendy Postema
Gregory Ratajski
Michael Real
Lars Romeis
Julie Salas
Benjamin Sarafi
Mike Sigano
Dave Smart
Thomas Strickland
Gabrielle Villano
Charles Walton
Skip Westcott
Keith Winn
Robert Wojciechowski

February 25th: Hi Candy I have started a short trip. It might make something for the news letter or hangar talk. My Internet access is sporadic but I can keep you updated as possible. I left for the rock show in Quartzite and bead show in Tucson. That's where all the geodes, Amethyst and exotic rocks minerals and beads you see on people/stores are sold. Vendors from around the world gather to sell their stones and its open to the public. Back to Glendale Az. I had to wait on the weather for several days as I was looking for a large window of opportunity. This gave me some time to recheck my route/calculations. The storm cell was mostly gone by Tuesday morning so I picked up my Cessna 152 Sparrowhawk and headed up to the Grande Canyon, climbed to 14500 at the north end to clear cloud cover. Landed Page Az., fueled and took off for Delta Utah fuel stop. Landed Delta after sunset, waited until 1130 AM next morning for frost to melt. Delta to Pocatello [fuel stop] was fun, crossing the mountains VFR-over-the-top for 100 nautical miles as there was no way to go under or around the cloud cover [surface to 12000 and 400 miles wide in mountains north of Salt Lake, wind 320/17]. Pocatello to Great Falls was clear below 20000, wind 290/20. Spent the night in Great Falls. Did all the customs stuff and preflight briefings in the AM. CANPASS 1 888-336-7277 makes customs easy. Took off with winds blowing right down the runway 210/14. Strong crosswinds, 280/17 to 300/22 at altitudes 500 AGL to 22000, light turbulence [for jetliners] to 24000 so I hugged the deck to Springbank, Alberta. Cleared customs at Springbank over the phone. Nice fly-in bed and breakfast/tiedown run by Ron [tower operator] and Anne 403 813 3864 at Springbank [just outside of Calgary, Alberta] for those who want to see Calgary Stampede or Banff National Park. So now I'm visiting in Calgary before my next long leg, Calgary to Fairbanks.

2-08 KGEU-KPGA 2.7 hrs 2-08 KPGA-KDTA 2.1 hrs 2-09 KDTA-KPIH 2.5 hrs
 2-09 KPIH-KGTF 3.2 hrs 2-10 KGTF-CYBW 3.5 hrs
 1205 nautical miles, 1/2 qt oil consumed so far and fuel is now sold in liters.
 Forest Kirst

February 27th: Hi, right now I'm visiting in Calgary, fixed a minor radio problem and waiting for a clear shot in the weather so I can do the next hop. Forest

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 FOREST KIRST for the help with this newsletter!

NOTAM: CFI'S, don't forget to get the Chief instructor's signature before turning in your CFI Hours Log.

NOTAM: The aircraft squawk procedure has been changed: a pilot signature and certificate number completes the report if no corrective action is required.

EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@lbfflying.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!!!

CALENDAR

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

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

April 2: 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.

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.

November 11-13: Fla-Bob Air Extravaganza, Veteran's Day weekend. Antique airplane displays, food vendors. Fly or drive-in, come see the "new" airport!

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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.

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Give the gift of flight! A Long Beach Flying Club gift certificate for any denomination you wish, be it for the first flight, pilot supplies, or aircraft rental, makes a great gift for any occasion!

There are three ways to obtain the gift of flight:

1. Stop by and pick up a gift certificate during our office hours (8:30 am to 4:30 pm daily). You can purchase accessories to go with the gift certificate such as a visor, aviation mug or LBFC logo shirt.
2. We can send you a preprinted gift certificate for any denomination you wish -- just give us a call! We'll charge your credit card and get the gift certificate in the next outgoing mail.
3. We can email you a gift certificate. Send us or call us with a credit card number to activate it for any denomination you wish. You will be given a Gift Certificate number to fill in at the bottom of your printout.

It's just that easy to give a unique and treasured gift. Keep it in mind for upcoming Easter baskets, post-income tax celebrations or Mother's Day!