

LONG BEACH FLYING CLUB & FLIGHT ACADEMY
APRIL 2005 NEWSLETTER
IT'S FINALLY SPRING TIME!

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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!

NEW ADDITION TO THE REPERTOIRE OF LA CLASS B TRANSITIONS

General aviation pilots will soon have a new option to transition north/south through the Los Angeles Class B airspace. The route, its moniker Coliseum Route for the midpoint VFR checkpoint, stretches between the VNY and SLI VORs between 8500 and 9500 feet, following V23. Upon implementation, with another change not too far in the distant future, all VFR altitudes from 2,500 through 9,500 feet will be available: 2,500 feet, Mini Route; 3,500 and 4,500 feet, Special Flight Rules; 6,500 and 7,500, Shoreline Route (in development); and 8,500 and 9,500, Hollywood Park. One limitation on the Coliseum Route is its availability when Runways 6 & 7 are in use at LAX.

Quick Update on the Runway 30 Project: The FAA estimates that the MALSR will be returned to service by early May. We expect the centerline and touchdown zone lights to be in service by mid-April, following Edison's installation of a new, higher capacity transformer. Thank you again for all your understanding and cooperation during throughout the project! Christine Edwards, Airport Special Projects

FOR IMMEDIATE RELEASE: Harold Frederick "Harry" LEICHER Renews Master CFI

Harold Leicher, an independent flight and ground instructor at the Long Beach Flying Club specializing primary, instrument and multiengine training, recently renewed his Master CFI designation. He also serves as chief pilot for Fresh Air Cargo and is a safety counselor for the FAA's Long Beach FSDO.

The National Association of Flight Instructors (NAFI), his professional aviation organization, takes pride in announcing significant aviation accomplishments; the last ten national Flight Instructors of the Year were Master CFIs. Harry is one of only 37 California aviation educators who has earned this prestigious "Master" title.

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

3. Instructional Staff (continued): Our staff is continually changing as CFI's advance in their career goals. No matter what a CFI's goals are for their future, they always do a good job while they are instructing at LBFC & FA. Currently, we have 13 full-time CFIs and 28 part-time CFIs. We are one of the few flight schools in the area who does not have employee CFI's. The Chief Instructor conducts annual Proficient Training (APT) of all CFIs.
4. The school's enrollment numbers. I only have statistics for 141 enrollments. We have a combined enrollment for Private Pilot, Instrument Rating, Commercial Pilot and Multiengine Rating of 25 students. Of course, not all students are enrolled in 141, even though I feel 141 offers higher standards for students. Under 141 the FAA reviews our records, ensures compliance with FAR's and we must have a minimum first-time pass rate of 8 out of 10 students for each license or rating.
5. What are the school's classrooms like? Since we are a 141 school, we have lighted, well-ventilated large classrooms that conforms to local, building, sanitation and health codes. In addition, the lounge has snack and beverage machines with tables and chairs.
6. How important is flight training to the organization? Flight training (FAR Parts 61 and 141) is our largest business and Charter (FAR 135) operations are the second. Offering

- excellent flight training is important as evidenced by our CFI standardization and mandatory phase checks for everyone whether your training is conducted under FAR 61 or 141. Our ground training aids include a color TV with videocassette recorder/player, a library of Jeppesen and King flight training videos and textual materials suitable for the courses of study offered. Weather briefings can be obtained with an IBM compatible computer with modem and software suitable for connection to Duats.
7. How many and what types of aircraft are used in the school's flight instruction program? We have 25 aircraft for rent including Cessna, Piper and OMF aircraft, and four complex aircraft including two multiengine Seminoles. Three aircraft are equipped with current IFR GPS systems.
 8. Are there such benefits as housing, financial aid and additional training, that will broaden your experience? Housing can be arranged including transportation through the Guest House (within 5-miles of Long Beach airport). We currently do not offer training in aerobatic or tail dragger aircraft; however, we have two multiengine aircraft. Since we are a FAR Part 141 approved school, this is the key to many benefits. We are VA approved for veteran's flight training benefits. Financial Aid is offered through Key Bank Education Loans. You can get your aviation career off the ground. Key Bank can provide a financing option that can put your goal of an aviation career within reach. Some highlights that Key Bank offers are: easy application and renewal process; instant credit decision; low cost; no payments for up to six months after graduation; up to 20-years to repay; generous loan limits. You can apply online at: www.key.com/educate.
 9. What services are available at its airport? We have four instrument approaches to Long Beach Airport. We are a Class D airport with a part-time operating control tower. There are numerous airports within a 30-mile radius offering instrument approaches and restaurants.
 10. What are the school's reputation on regulations and safety policies? Good pilots are only as safe as their ability to choose the right attitude for any given circumstance. If you value good flight preparation, well-maintained equipment, wise counsel and investing your money in proficiency training, then you most likely have the right attitude most of the time. This means you will be a safe pilot who follows regulations and safety policies. Our school has an excellent reputation with many procedures in place to ensure safe operations. We fly with care . . . now, more than ever. LBFC & FA - teaching the world to fly! with all the aircraft you need from the first hour to an airline job and everything in between!

ACCOMPLISHMENTS

GREG FAUST	SOLO	C-152	CFI REMINGTON ESTERS
JEFF MUHLE	PRIVATE	C-172	CFI HARRY LEICHER
KENT PRAMHUS	INSTRUMENT	WARRIOR	CFI RICHARD GARNETT
BRYAN GARCIA	SOLO	WARRIOR	CFI JOEY ROEHRICH

CONGRATULATIONS to **RICHARD GARNETT**, top Club CFI for March, logging the most hours of dual given in club aircraft! Runner-ups were **JOEY ROEHRICH** & **PAUL RAYMOND**!

Congratulations to **Bill Rosenberry** on his new job with JetICU in Lear-24s and 25s!

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

8. **COURTESY:** Is required and expected from both sides. Personally, I demand it! This is a regulated meeting that takes place every single day at some airport in the United States. The requirement that both sides be civil and courteous to each other came many years ago from family training. If either side is lacking in manners, this is not going to be an easy ordeal. If it can't be handled courteously by both sides, it will most likely end up being a hassle for at least one of the two involved. Make sure you are not the loser just because of a lack of ability to interact with the

other pilot.

9. **PILOT CERTIFICATE:** Inspectors have the right to inspect your license, but NOT keep it for any reason. While operating an aircraft in the United States, we must have on our person at all times our Pilot's Certificate and our Medical Certificate. If someone is a Flight Instructor, they must have that license also. We are not required to have our personal logbook with us nor the maintenance records for the airplane, although we might have to produce both or either at a later meeting.
10. **FLY ON:** You cannot be grounded because of a ramp check of you or your aircraft. But are you willing to continue on your way if something unsafe has been pointed out to you by an expert? The FAA cannot ground you for some infraction, but it will be noted if you leave the runway after a defect is pointed out to you. Should it end in some type of accident, your insurance company would most probably not pay up because you were, in fact, notified of the problem in person and in writing at the time of the ramp check.

Finally, please be reminded that both sides are governed by the rights listed above, BUT for your information, if something wrong is found during the ramp check, with you or the aircraft, it must be corrected immediately or further action will most assuredly be taken by the FAA.

BIG DEAL! The documents that are required to comply with the inspector's request are supposed to be on board at all times anyway: **CHART (Current), AIRWORTHINESS CERTIFICATE, RADIO LICENSE*, REGISTRATION, OPERATING LIMITATIONS, WEIGHT AND BALANCE . . . Remember CH.-A.R.R.O.W.**

Your Private Pilot Flight Examiner can do about the same thing as a ramp check. The *Private Pilot Practical Test Standards* states the applicant must exhibit knowledge of the aircraft documents by "locating and explaining the importance of each of them."

In conclusion, I hope you appreciate the way I have approached this problem and the advice I have given. Absorb all this and then check with an aviation attorney if it starts to get out of hand. A ramp check, if conducted professionally on both sides, need not be anything more than a safety check and informal meeting between two pilots that are both seeking the same end result—better aviation safety for all of us. I've always felt I could do my part and let them do theirs. What's your feeling?

I'll see you at the airport! Always remember, pilots who don't fly have no advantage over people who can't fly. What's your excuse?

*Still needed for travel outside the United States and for some commercial operations.

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
PATRICK DERNE	WILLIAM ARMET
ANIL BHATIA	ROBERT AVALOS
MICHAEL MELLO	JAE CHANG
JAY LUERA	JOSH CHANG
PATRIC MUMENTENER	WON HYOUNG CHOI
KEITH RUSSEL	JAMES CHOO
PAUL LAHERTY	PAUL CLAEYSSSENS
SAMMY DEV	PATRICK CLEVER
MICHAEL COLLINGWOOD	GILLES CONTI
PHILIPPE BOBET	MARK CRAWFORD
ALEXANDER MALBOS	JIM CURTIS
FRANK HUNT	JOHN DECK
FRANK RAINMILLER	DWIGHT DENNIS
MATTHEW MANNIL	REGINALD EDMOND
JI HOON RYU	REMINGTON ESTERS
BELLE DIRKS	BRYAN GARCIA
GREGORY SMITH	RICHARD GARNETT
	JEFF GIEBELHOUSE
	KERRY GILLIS
	PAUL HERMAN
	JOON-TAE KIM
	SARA KELLY
	EMI KENNEDY

	ALEX KOTHE LARRY LARKIN STEPHEN LEE ADAM LEVIN URI LEVY KEVIN MENDONCA WAYNE MORSE ROBERT PARKER ROBERT PAYNE CARLOS ROSSIL JACKSON SHAW FEDERICO SILVESTRI IOAN SIMIONESCU BRETT STOKES SUTHIWAT SUPINA MICHAEL TAYLOR JON TINERVIN CHRIS VANVELDEN THOMAS WATSON ROBERT WEARN LANCE WEBB THOMAS WEST BILL ZABLAN
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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.

April 28 to May 3: The Collings Foundation annual west coast tour featuring the B-17 Flying Fortress and the B-24 Liberator stops at LGB at Aeroplex. Contact 800-568-8924 or www.collings-foundation.org.

May 7: 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.

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!

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

NOTAM: Questions continue regarding multiple entries for 100-hour /annual inspections. Neither Part 43 nor Part 91 require that separate records be kept for airframe, engine and propeller. Section 43.11, however, requires persons approving return to service, after any required inspection, to make an entry in the record of that equipment. Therefore, when an owner maintains a single record, the entry of the 100-hour or annual inspection is made in that record. If the owner maintains separate records for the airframe, powerplant and propellers, the entry for the 100-hour inspection is entered in each, while the annual inspection is only required to be entered into the airframe record.

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

NOTAM: The first item on any PTS checklist for the day of the checkride is: Acceptable Aircraft. Out of 100 times, 99 times your chariot will be ready for your trip aloft. The day of your checkride is not the day you want to risk that 1% chance. Come in early to make sure that there were no squawks reported the night before or that the

aircraft did not get weather-bound the night before. A pilot is PIC for all checkrides – don't pop the ride on the first item!

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

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