

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

MAY 2005 NEWSLETTER**HAPPY MOTHER'S DAY!**visit us at www.lbFlying.comemail club@LbFlying.com

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

Editor Candace A. Robinson

WHAT'S UP? SQUAWK TALK - Last month a squawk was turned in that read: "#1 NAV off 20 or more degrees while over mountains (Malibu) heading towards VTU. VOT check on ground was within limits." Hoping to get to my AFD before maintenance spent time and money on troubleshooting the squawk, I turned to the California section of the AFD, Ventura VOR, and found that VTU VOR is unusable 060 to 085 beyond 10 nm below 13,000. Pulling out an LA Terminal Area Chart shows that Malibu is 23 nm from VTU on the 090 degree radial and the mountains range from the 060 degree radial to the beach - exactly where the AFD warns is unusable. While the squawk was very definitive and gave the full situation (see Helen's Corner), it lacked knowledge of navigational aids. Low Altitude VORs (1,000 to 18,000 feet) have a 40 nm radius. Before planning crosscountry flights, make sure to consult a current AFD for restrictions within the normal altitude/range of the navaid. Other areas that warrant a brain search while devising squawks are systems (landing gear lights inop with nav lights on is an invalid squawk) and the FAR/AIMs (glideslope inop does not ground an aircraft for IFR). Help keep our maintenance costs down and write good squawks!

KEY BANK IS DRASTICALLY CHANGING THEIR PROGRAM FOR FLIGHT TRAINING LOANS. IF YOU'VE BEEN CONSIDERING A KEY BANK LOAN, MAKE PLANS TO APPLY BEFORE MAY 24TH. DON'T BE LEFT OUT!

NEWSLETTER -- BENTRONIX AVIONICS REPAIRS

SUBJECT: Noise in the headset problems!

Often times I hear Pilots come to me talking about noise problems in there headsets. Noise problems can range anywhere from a nuisance to a major disturbance, from something that can be tolerated to unacceptable.

Noise can come in from various sources, (alternator noise, strobe light noise, DME noise etc.) These sources are generated internally in the aircraft. Then there are the external noises, such as precipitation static.

With all these noises floating around the aircraft it's difficult to isolate the noise source.

One of the biggest noise sources 011 the aircraft is the alternator. When the engine is started the alternator is producing electrical current. This current is designed to charge the battery and to handle the electrical loads on the aircraft. The noise that and alternator puts out is identifiable by a high pitched squeal in the headset. This noise increases as the engine RPM increases. If you happen to have a master switch with split down the center you can turn off the alternator section only and see if the noise goes away. If it does the problem most likely is the capacitor on the back of the alternator. Other causes can be corrosion around the battery terminals or any other electrical wiring connections.

Other noise problems can be avionics equipment itself. Intercoms have become poplar item that most pilots have today. Intercoms come in to different styles: there's the panel-mounted unit and the portable units. Panel mounted intercoms can be part of the audio panel or they can be a separate unit all by itself.

The manufacturers of these products will specify the way these products can be used. In the case of the panel-mounted intercom, the manufacturer provides an install manual. In the manual there will be a wiring diagram. When installing the intercom, it is very important to wire it according to the manufacturers specifications. All the manufacturers specify a single point ground system in there intercoms. They also use insulating washers when installing the mic and phone jacks in the panel of the aircraft. Most of the noise problems I've seen associated with intercoms is faulty wiring. The grounding techniques used in the install procedure needs to be a single point. This usually is a single pin on the back of the

connector. If the intercom is part of an audio panel the tray must be mounted securely to the instrument panel.

Another area of noise problems is the emissions coming from pulsed equipment such as DME units and transponders. Since the transponder and the DME units have very high RF power (usually around 200 watts) this power can interfere with reception on the basic nav/com receiver. Sometimes it can be so bad that it breaks the squelch across the broadcast band.

One easy test to perform is to turn off the DME unit and see if the noise goes away. Another test to perform is to remove the coaxial antenna cable that goes to the communications receiver. If the noise is still there the chances are good that the DME unit is the cause. In either case the first step is to remove the DME unit from its tray and visually inspect the tray and both connectors on the back of the tray. Contact cleaner works well for cleaning the connectors. Check the physical mounting of the tray to the panel. Next check the coaxial RF cable for loose or open grounds. The antenna needs to be inspected as well. If its the blade type, check to make sure that there are no cracks or chips on the blade itself. If there are, the antenna needs to be replaced. The DME and transponder antennas are designed to operate at high frequencies (1060-1090 MHz) at around 200 watts of RF power. If there is any oil or grease on or around the antenna base, this will affect the antenna performance drastically. Cleaning will go a long way in improving the efficiency of the antenna.

Also checking the antenna bonding to the aircraft skin. If the antenna is cracked or loose it needs to be re-bonded to the skin. This needs to be done by a certified mechanic.

These are just a few of the problems associated with noise in the cockpit. Remember to keep the greasy parts down and the shiny parts up when flying. Have a safe flight
Bruce Bennett (SAS) Senior Avionics Specialist

HELEN'S CORNER

SQUAWKS If you find something wrong with one of the airplanes PLEASE take the time to write a squawk. I do not like it when I fly an airplane, find something wrong and am then told that it's been that way for months. Writing a squawk is neither hard nor time consuming. Please write multiple squawks for different items. Do not cram them all onto one sheet. An example would be radio items and a burned out position/navigation light - this is two squawks. Be as definitive as you can - give the full situation. Also, tell us how you did troubleshooting, if appropriate.

CALLING ALL FLIGHT INSTRUCTORS. We are creating a new "help guide for prospective students." This guide will tell the prospective student about you. I need this information from all full-time CFI's and part-time CFI's who would like to acquire students. Due date is 22 June - sooner is better. Please use this guide to sell yourself to the prospective student:

Guide To Cfi Profile

- Experience & qualifications; CFI credentials and hours.
- Where and when did you train.
- Aviation background and interests.
- When did you become interested in aviation and why.
- Professionalism, What is your commitment to teaching.
- CFI philosophy
- What are your aviation goals and objectives.
- Email - best phone number to contact you - time availability.

WEB SITE You can now request an extension of your temporary pilot certificate online. Establish an online account at <http://registry.faa.gov/amsvcs.asp> with the Airmen Certification Branch and request an extension. The FAA can send permission via an email or fax. Calling the Airmen Certification Branch (866-878-2498) should be a last resort.

CFI MEETING Wednesday, 25 May at 6:00 p.m. Everyone is welcome.

ACCOMPLISHMENTS

KELLY SIMS	SOLO	WARRIOR	CFI RICHARD GARNETT
CHUCK RICE	SOLO	WARRIOR	CFI RICHARD GARNETT
WENDY POSTEMA	SOLO	C152	CFI EMI KENNEDY
GILLES CONTI	SOLO	C152	CFI PAUL RAYMOND
MIKE LINDSAY	SOLO	C172	CFI PAUL RAYMOND

KIRBY WILLIAMS	SOLO	C152	CFI PAUL RAYMOND
JIM LOISCH	PRIVATE	WARRIOR	CFI RICHARD GARNETT
KELVIN KAPYA	PRIVATE	WARRIOR	CFI JOEY ROEHRICH
ERIC DEGERNES	PRIVATE	WARRIOR	CFI JAESEONG OH
CHRIS VANVELDEN	PRIVATE	C152	CFI PAUL RAYMOND
MIKE SEYMOUR	INST	C152	CFI JAESEONG OH
JOHN LEE	INST	WARRIOR	CFI HEISHU KIM
ALE TORRES	MULTI COM	SEMINOLE	CFI JAESEONG OH
HAJIME NAKAMURA	CFI	C172RG	CFI JAESEONG/HEISHU
RICHARD GARNETT	APT	WARRIOR	CFI HELEN CRANZ
TIM FRIEDLANDER	APT	WARRIOR	CFI HELEN CRANZ
JOHN CAREY	APT	SYMPHONY	CFI HELEN CRANZ
DAN JENKINS	APT	ARROW	CFI HELEN CRANZ
JACK BASHFORD	APT	C172	CFI HELEN CRANZ
EMI KENNEDY	APT	WARRIOR	CFI HELEN CRANZ

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

Club pilot **Forest Kirst**, left in February on a "short" trip in his Cessna 152 Sparrowhawk. He's recently checked in with us as his journey continues: Hi! I landed in Fairbanks a few weeks ago, 34 hours flying time from Glendale, AZ. There was a long stop over in Calgary, AB due to weather and visiting relatives. Springbank Airport outside of Calgary has a nice fly-in B&B or just tie down \$50 Canadian a month or daily rates. Run by Ron [tower operator] an excellent choice for visiting in Calgary for the stampede. Crossing the borders is easy entering Canada or the US. The procedures are the same: file a flight plan, call customs before departure, contact flight service airborne before reaching the ADIZ and flight service will give you a squawk code if you need one for that border area. When you land you park in the designated area and follow procedures given by customs. Both Canada and US customs are friendly and easily cleared if you have your papers in order [registration, C of A, radio license, medical, pilot license, photo ID (prefer a passport as that is the law in the near future)]. They prefer originals not copies.

Interesting differences in Canada are you must file a flight plan for northern routes, they open your flight plan automatically upon takeoff at most airports, and they start looking for you 30 minutes after your proposed departure even if you haven't gone to the airport so always cancel an unused flight plan and always leave a good contact phone number in case you don't cancel an unused flight plan. They also charge you a fee for navcan [FSS] from when you enter Canada, charged quarterly so you might as well use their services. The fee is not too high so it's OK. Canada and Alaska REQUIRE a survival kit in the plane just in case and if you do much x-country flying you should have one anyway; mostly its just camping gear, signal devices and bug repellent. If you wish to put a firearm in your kit, check with Canada before leaving home or you might lose it. Full details are available in the AK Airport directory.

Flying out of Calgary the weather was scattered at 5000, tops at 8000. Climbed to 8500 and picked up a tailwind. Crossing the Alberta foothills to Whitecourt was easy. As you enter northern Alberta the chances of a good off-airport landing are good as there is a large amount of oil exploration crisscrossing the country. However most of this is not on your charts so your pilotage better be good. I would recommend a GPS for anyone so that you can enjoy the scenery. Airports are fairly abundant [every 200 miles for a paved runway] so there is always a place for food fuel and a hotel or camping. I enjoy paved runways when I can find them. The sky cleared north of Whitcourt to Fairbanks and the temps stayed in the 70s, unbelievably good weather. Terrain becomes more rugged crossing into BC. Flying through the mountains dwarfs the Grand Canyon for spectacle. The Alaska highway VFR corridor is the preferred route as the highway is the longest runway you will ever see. GPS is very handy for picking the best altitude as you get instant groundspeed readings and can therefore avoid some nasty headwinds and enjoy the tail winds. Altitude in the mountains varied greatly for that reason. I was able to maintain 90 knots groundspeed from fort St. John to Whitehorse by hunting for tailwinds [C-152 2300 rpm] Also VOR coverage is spotty in some places due to terrain. Flying in the spring I avoided the fog and clouds that make for spectacular photos and poor mountain flying. I also avoided the tourist rush that makes finding accommodation harder. Whitehorse to Northway was another search for tailwinds when I wasn't busy chasing down glaciers or circling mountain peaks for photos. US customs was easy and charges \$25. Northway to Fairbanks was uneventful, I hugged the deck to avoid a strong quartering headwind.

Playing in the mountains involves some skills not taught everywhere and I would highly recommend some instruction from a local if you are new to mountain flying. I don't think you

will ever find more friendly airports than we have up here. Much of the country is accessible only by plane making planes akin to cars for transportation. Big radials, skis and floats are common, cell phones seldom work and everyone has time to stop and chat. IFR means "I follow river" to most. Today took a short trip from Fairbanks to Manley Hotsprings - 75 nautical miles of untouched wilderness. Manley has a small gravel strip 50 by 2200. Left traffic is against the mountain and tall trees on either end. Wind comes over the mountain and also funnels down the valley. I got some mild turbulence in pattern and calm on touchdown I crossed the center of 20 and taxied onto the grass. A short trip to the hot spring - \$5 to enter and you're sitting in a large greenhouse [30x100] heated by a natural spring, soaking in one of three pools looking up at a ceiling covered in grape vines and occupancy is limited to the number in your party usually. Harvest is June. Cabins rent from \$50-\$90 per night. Sure beats the \$100 hamburger. Departure was different - winds variable to 15 knots. I stated intentions, back-taxed to 20 for a soft/shortfield takeoff. Calm as I started my roll, gusted to 15 knots from 310 as I picked up speed and changed to a headwind as I lifted off. Climb to 3500 pick up the heading for home today.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ for the help with this newsletter!
R2503D Activation: During May 2005, the Department of the Navy will conduct an amphibious operations training exercise along the shoreline and within facilities associated with Marine Corps Base, Camp Pendleton, California. In order to support these hazardous activities, Restricted Airspace (R2503D) has been established adjacent to existing restricted area R-2503A/B. The R2503D's airspace will be activated during designated periods throughout the exercises. Pilots wishing to transit the airspace or obtain status information should contact LONGRIFLE on frequency 123.2 or 301.9. http://www.faasafety.gov/SPANS/events/2005-May/02_R2503DActivation.pdf.

Peter Garcia emailed: Sue & Co - Miss you guys ... As for the weather, it sucks. Hasn't stopped raining. The food is good here... and there are hispanics here ... not many. But a lot of females that look like Britney Spears ... I am in love!! Miss you guys and hope everything is good!
 Peter.

TOP GUN AWARD goes to Vincent Savouret, logging the most flight hours in club aircraft in April. Runner-ups were Jose Mota and Wendy Postema!

CALENDAR

May 27: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.

July 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 July.

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!

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
DIANE AUSTEN	WILLIAM AZZALINO
MANUEL VONDA	SUSAN BAKER
HUGO LIZCANO	ERIC BORDUAS
DON TERRY	BRETT BYE
MARK DAVIS	TIM CAMPBELL
ATSUSHI OKITA	CHAD CARLIN
ANTHONY BURT	SAMMY DEV
WILLIAM MACDONALD	CHRIS DOLAS
LUKE O'SULLIVAN	ERIC EDWARDS
JOSHUA ROSENFELD	TIM ENGEL
DARREN MOON	ROGAN GIRARD
VINCE NOBLE	RICHARD GLADE
THOMAS ROCK	DAVID GLENDAY
DAN SVEGLIATO	CHRISTOPHER HILL
JOHN HUBNER	JOHN HUTHMAKER
LEONCIO JAUDALSO	KELVIN KAPYA
WILLIAM WEAVER	NICK KLUBNIKIN

VINCENT CALDERON
 ZAC ERNST
 CHARLENE FISCHER
 ROBERT HARBIN
 LYNN JONES
 NEIL KUMAR
 BILL ZABLEN
 ROBERT TAYLOR
 ARTHUR MASAOKA
 JAMES MOSS
 VINCENT SAVOURET
 OLAF STOFFELS

ROBERT KRASS
 VERN KRUSE
 JASON LIM
 ANTONIO MACIAS
 JASON MC KEEVER
 ROD NELSON
 PAUL OVERACKER
 YONG PARK
 CODY PIERCE
 GREG PIERCE
 DAN PRINKEY
 MARK RADFORD
 ROBERT SANTOS
 DOUGLAS SCARBOROUGH
 TREVOR SCHOONOVER
 MIKE SEYMOUR
 RANDY SOMERSHAE
 WILLIAM STROUD
 DAN SVEGLIATO
 DON TERRY
 CHRISTOPHER TESSIER
 MIGUEL TORO
 DAVID WILCOX
 TOMONORI YOSHIZAWA

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.

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 out-going 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 Father's Day celebrations!