

**HAPPY FATHER'S DAY!**visit us at [www.lbFlying.com](http://www.lbFlying.com)email [club@LbFlying.com](mailto:club@LbFlying.com)

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

Editor Candace A. Robinson

**EDITORIAL: WHAT'S UP? WHAT THE...?**

Pilots who were at the club June 6 and 7 probably noticed the quartet of FAA inspectors here for our annual Part 135, 141 and 145 inspections. Having all 3 inspections fall at the same time is easier for the FAA as the Part 135 charter aircraft are also Part 141 flight training aircraft and the Part 145 avionics repair station works on the radios for all the aircraft, etc. HOWEVER, it's stressful from our end so we apologize for any lack of customer support you may have experienced!

For the inspection, our seven manuals are reviewed: four for Part 141 (private, instrument, commercial and multi-engine), two for Part 145 (quality control and repair station) and one for Part 135. Logbooks are reviewed: 25 airframe, 27 propeller and 27 engine logbooks. All the squawks submitted since the current squawk procedure was implemented over a year ago were reviewed.

Every two years the Part 141 inspection involves FAA verification that at least 80% of the Part 141 students are passing checkrides on the first attempt. For this inspection 67 student folders were presented, 47 completions and 20 current enrollees. We passed with flying colors. Just a reminder, Part 61 training doesn't require FAA base inspections but, like Part 141, is subject to periodic ramp checks. As we put away the file boxes and training folders, a reminder to all (including myself): keep up on the paperwork, it's easier that way!

**THE OPENING OF AN AIRPORT**

April 11, 2005 I had the ultimate privilege for a general aviation pilot in the 21st century - to attend the opening of a new general aviation airport. I was still jet lagged in May so here's my report in our June newsletter!

Hanseo University's Taeon Airfield in South Korea hosted an unparalleled ceremony to celebrate with honorees from around the world, including the president of Enstrom helicopter, ex-prime ministers of South Korea, Buddhist leaders and actors of Korean fame. Over 1000 people were on hand on the ramp for the ceremony, complete with military bands, honor guard parades and airplane christening ceremonies with tons of confetti shooting high in the air. The introduction of guest took 20 minutes and included yours truly! The Republic of Korea's Black Eagles Aerobatics team gave a breath-taking aerial display.

My invitation came as a result of a long-term relationship with Hanseo University training their private, instrument, commercial and multi-engine students. Flight time to Korea on the B-747 was 13 hours and, although the latitude of Seoul is about the same as San Francisco, the route to Incheon/Seoul International Airport went over Alaska and followed the Aleutian Island then proceeded southwest.

Until now civilian aviation has been virtually non-existent in Korea. But demand should soon cause that to change. Built on old salt farms on the western coast, two hours by car south of Seoul, the 4,000' by 75' hard-paved runway was built on solid real estate and will prove an excellent opportunity for airspace access out over the West Sea. Communication with Osan Approach (military) and Seoul Approach still needs to be ironed out with general aviation entering into the picture. I heard that low and missed approaches to Gimpo, a former international airport about 40 miles away may be permissible but the airspace for Haemi, a joint-use Korean and US air base about 5 minutes away from Taeon Field, with a large based fleet of F-16, is highly restricted.

With five new C-172 on the ramp and two Enstrom helicopter on order, civilian pilots will be able to keep current; however, complete ratings will probably not be in the near future with no other civilian airports to which to fly. Two modern terminal buildings, each approximately

250,000 square feet and five stories high, housing a state-of-the-art control tower, lecture rooms and flight simulators. A huge maintenance hanger is nearing completion; in addition to flight training Hanseo provides training for aircraft mechanics and air traffic controllers.

Built with a budget of some 30 billion won (\$30M) on 150,000 pyong (nearly 125 acres) of land next to the West Sea, will be used as an education and training venue for the 220 students at the university's aeronautical Engineering College. The Taeon Airfield is a good asset for HSU as well as for many schools teaching aeronautics in Asia. It is the first time in all of Asia that a university has set up its own airfield for its aviation college. Several aeronautic universities in China and Japan have already shown interest in the facility.

The chronology leading up to the establishment of the airfield is logical, concise and envious:

- February 2003: National land utilization plan amended, allowing for the construction of the aviation education facilities.
- April 2004: Construction of the General Aviation Education Center begins.
- August 2004: Environmental impact assessment proposed.
- September 2004: A town meeting on the environmental impact assessment held.
- November 2004: Approval amending the urban planning facilities.
- December 2004: Korea Environmental Impact Assessment Institute approves proposed environmental impact assessment.
- January 2005: Seoul Regional Aviation Administration approves the establishment of the Taeon Airfield.
- April 2005: Construction of Hanseo University Aviation Education Center and Taeon Airfield completed.

Future plans for the airfield include increasing the length of the runway so that aircraft with up to 100 seats will be able to use it.

By the end of March the cherry trees are blooming on the Korean peninsula south tip and by mid-April, just in time for my arrival, those in Seoul begin to bloom in full force. The university campus is spectacular, with as many as 10,000 students enrolled.

The return 747 flight was only 10 hours due to the wind shift and a route less northerly. Arrived LAX at 3:15 PM -- after leaving Korea the same day at 8:20 PM -- a great concept to be younger at landing than at takeoff!

It is impressive to read about the accomplishments of Hanseo President Ham and of Hanseo University. But personally visiting the university and the opening of Taeon Airfield was the opportunity of a lifetime. Every moment of the trip was awe-inspiring. Thank you, President and Mrs. Ham, for my excellent adventure.

**WE'VE BEEN GIVEN ANOTHER MONTH!**

**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 JUNE 30TH. DON'T BE LEFT OUT!**

**HELEN'S CORNER**

**141 CFI Meeting** will take place at 5:30 before our general meeting on 29 Jun. I need **all** 141 instructors to attend.

**Our CFI general meeting** will feature George Mahurin, Safety Program Manager for Airworthiness, LGB FSDO. He will continue from last month on "Preflighting an airplane the FAA way". Everyone is welcome.

I need your **CFI Profiles NOW** (Ref: May newsletter and CFI sign-in board).

LBFC is a Club and you can make it a better place to fly and call home by participating in events/activities. One event is the CFI meeting. There are 8 **mandatory** meetings per year. They are always the last Wednesday of the month, except for Nov, at 6:00 p.m. for about one hour.

I work hard to arrange guest speakers of interest to you. It is embarrassing to have our guest speaker take time from their busy schedule and then have no CFI's show up. This certainly does not give LBFC a very good reputation.

These meetings are educational and also give you a chance to meet new people and gain insights into the industry. They are a way for the instructors to get acquainted and meet new instructors. This is the most efficient way for me to keep you informed regarding any

changes/incidents and for you to let me know if there is anything you need. I know that everyone cannot attend every meeting. **When you are unable to attend the meeting, I need you to tell me; otherwise I expect to see you.** Also, please adjust your flying around the meetings. It's only one hour. Please place meeting dates in your schedule so you don't forget them. They are posted on the CFI bulletin board.

When the CFI meeting is not at LBFC, it is at Airflite with the LGB Pilots Association. While the Airflite CFI meeting is not mandatory this is a good way to network and fly different airplanes. Most members own their own airplanes. Who knows, someone may be looking for a Flight Review or an IFR currency flight. Your meeting attendance could be just that chance to fly something different, make more money and build hours.

Mandatory meeting at LBFC: June 29, Aug 31, Sep 28 & Nov 16

Long Beach Airport Assn meeting dates: July 27 & Oct 26

**Effectively immediately, the CFI Hours Log is changed to reflect the following:** 1) CFI will attend mandatory meetings or call/leave me a note on my desk or in my in-box one week prior to meeting; 2) If you are unable to attend you will be assigned a project, such as picking up FOD on the ramp, viewing a video and writing a summary, donating a non-fiction book to the library, etc.

**Use of checklists.** After you land and before you call the tower to taxi, use your landing checklist. During the day this should include landing light - off. During the day DO NOT taxi with the landing light on. Landing lights are expensive and burn out in about 10-hours. **Effective immediately there will be an assessment of \$10.00 per infraction FOR ALL PILOTS.** Speaking of landing lights - DO NOT land at night with your landing light on. This causes the pilot to focus on the area that is lite which is too close to the airplane and not to the side where you need to be looking.

**Parking the airplane.** Watch for airplanes and fences around you when parking. DO NOT rely upon markings, chocks, etc. to guide you into the spot. Things get moved while you are flying. This is the second incident within a short period of time where a CFI has backed into another airplane or fence. Please be extra vigilant when moving your airplane.

**Time Management.** Everyone please return the airplane on time. In fact, you should be 15 minutes early. Remember, the plane needs to be refueled before the next flight. Even though you are charged \$20.00 when you are more than 15 minutes late, this does not make up the flight time that is missed on the subsequent flight. Please be considerate of others.

#### ACCOMPLISHMENTS

GARY FRANKENSTEIN	SOLO	C152	CFI RICHARD GARNETT
SCOTT LACEY	SOLO	SYMPHONY	CFI MATT SILVER
RANDY KOLSTAD	SOLO	C152	CFI PAUL RAYMOND
LUKE O'SULLIVAN	SOLO	C172	CFI BRIAN WATERS
SUTHIWAT SUPINA	SOLO	C152	CFI HEISHU KIM
CLIFFORD JUNIO	PRIVATE	C172SP	CFI JACK BASHFORD
RICARDO MOTA	INST	C172	CFI HARRY LEICHER
JOHN CAREY	MEI	SEMINOLE	CFI JAESEONG OH

Congrats to Captain Mark Radford on his recent A320 type rating! Congrats to Miguel Toro on the completion of his A&P license! CONGRATS to RICHARD GARNETT, top Club CFI for May, logging the most hours of dual given in club aircraft! Runner-ups were Harry Leicher and Heishu Kim.

**TOP GUN AWARD** goes to Vincent Savouret, logging the most flight hours in club aircraft in May. Runner-ups were Mike Seymour and Jose Moto!

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
Mark Ananka	Michel Bitanga
Meletios Berdelis	Jean Carlouet
Michel Bitanga	Patrick Derne
Timothy Bruce	Thomas Duckworth
Catherine Brydon	Darrin Glenday
Eric Dalton	Ed Graham
Rentsch Danielle	John(Phil) Gregory
Nikalas Gavalas	George Haftoglou
James Alan Gibson	Mike Halpin
Neil Hall	Mark Holden
Yurji Horinouchi	Frank Hunt

Mathew Kaplan	Lynn Jones
Jeff Mortis	Clifford Junio
Julio Pizano	Daniel Ko
Andrew Pluma	Jeffery Lew
Christopher Radford	Jeffery Meyer
Gary Reeves	Joshua Muncie
Deovanis Ruidiaz	Gregory Myers
Robert Sarhad	Greg Nelson
Arjuana Somaratna	Jaime Pacheco
Jeremy Taylor	Rakesh Ravindran
Gerald Vos	Gary Reeves
James Ward	Candy Robinson
Tomonori Yoshizawa	Jeffery Rock
	Luis Rojas
	Thomas Rowley
	Michael Russo
	Rafael Sanchez
	Jay Shears
	Matthew Silver
	Henry Smith
	Wali Smith
	Duncan Stewart
	Richard Strum
	Ronald "Rick" Talbot
	Tari Taricco
	Dean Thomas
	Patrick Watson
	Todd Wycoff

## LIKE A PINBALL MACHINE: ANNUAL JUNE INSURANCE VOLLEY

Our annual aircraft insurance renegotiation happened early June and our annual recalculations were performed on the aircraft rates. A bit of good news, as fuel prices are continuing to fluctuate (read increase) with this price adjustment we can now raise the reimbursement for cross-country fuel to \$3.30 per gallon. The aircraft cash discount rental rates are as follows:

Type Aircraft	Rate
CESSNA 152	\$61.95/HR
SYMPHONY OMF	\$77.95/HR
PIPER WARRIOR	\$80.95/HR
CESSNA 172	\$80.95/HR
CESSNA 172SP	\$115.95/HR
PIPER ARCHER	\$84.95/HR
CESSNA 172RG	\$99.95/HR
PIPER ARROW	\$102.95/HR
SEMINOLE	\$169.95/HR

There will be no price change for the AST 300X or the PCATD. The new prices apply for flights returned after 4:30 PM on June 30th. Another change is the amount of the insurance deductible which pilots are responsible for, changing from \$2500 to \$5000. The club Rules and Regulations have been changed to read:

**INSURANCE AND LIABILITY** In the event of any damage to the aircraft, the pilot shall be liable for the first **\$5,000.00** of the repair, or insurance deductible, if applicable. The pilot is responsible for any damages, losses or expenses incurred including, but not limited to, the deductible, loss of use, transportation expense, communication expense, and any other loss or expense incurred by the Long Beach Flying Club or the aircraft owner. Any damage other than normal wear and tear found on preflight will be attributed to the previous pilot. LBFC is not responsible for any damage or loss of personal property of the renter, his agents, guests or otherwise.

Our insurance agent advises that we have to have an event-free year for any competitive bidding for our huge policy. We have also been advised to re-institute the deductible waiver program as the deductible has risen to an amount that would be a hardship to outlay if incurred. The mandatory Deductible Waiver Program, also beginning July 1st, will be implemented at a charge

of \$50 per year, where, in the event of any damage to the aircraft, LBFCA agrees to waive the \$5,000 liability. Pilots wishing to pay per month instead of annually can opt to have their deductible waiver included in their dues can do so for an additional \$5 per month.

Everyone needs to help with our efforts for an event-free year - from keeping your head on a swivel to reporting anything suspicious or unsafe immediately to Candy's or Helen's in-boxes. Please give the date and time to all reports; and, not to sound too melodramatic, anonymity will be guaranteed.

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**CALENDAR:** June 29: Long Beach Flying Club **CFI meeting** from 6:00 pm to 7:00 pm at LBFC. Part 141 CFI please meet at 5:30.

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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](http://www.LBFlying.com) or Email [shirts@Lbflying.com](mailto: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 Father's Day celebrations!