

## Master checklist

LONG BEACH FLYING CLUB &amp; FLIGHT ACADEMY

JULY 2005 NEWSLETTER

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

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**WHAT'S UP? CHECK, CHECK, CHECKOUT N6295D!**

WE'VE ADDED A C-172N TO THE LINE! 95D has dual MX170C radios with an ADF 300. The KMA 26 audio panel is hooked up to a 4-place intercom. The base color is white with red and blue trim. This 1979 gem is a 10 inside and out! Check it out!

**LA CLASS B CHART CHANGES**

Edition 51 has been published; the most notable change is that the chart is larger, from ten vertical panels to eleven panels. The addition of the Coliseum Route with the panel graphic is the second item that catches the eye. Our newest option to transition north/south through the Los Angeles Class B airspace, the route, with moniker Coliseum Route for the midpoint VFR checkpoint, stretches between the VNY and SLI VORs between 8,500 feet and 9,500 feet, following V23. Thirdly, the Shoreline Route has been moved slightly inland to utilize the LAX VOR and now is available at 5,500 feet and 6,500 feet. Now all VFR altitudes from 2,500 feet through 9,500 feet are available to transition Class B airspace: 2,500 feet, Mini Route; 3,500 and 4,500 feet, Special Flight Rules; 5,500 feet and 6,500 feet, Shoreline Route; and 7,500 feet through 9,500 feet, Hollywood Park. Hollywood Park and the Coliseum Route may not be available when Runways 6 & 7 are in use at LAX.

**JULY 2005 SAFETY TIPS BY JOHN MAHANY**

Do you ever drop your guard, or relax a little, on landing, after you touch down? You shouldn't. Things can still go wrong. Tail wheel pilots don't. According to a study conducted by the NTSB, in studying accidents that occurred during different phases of flight (takeoff, climb, cruise, descent, final approach and landing), the greatest number of accidents, more than 30%, occurred during the landing phase. There were no specifics given, nor was any more information provided, as to weather conditions, or type of aircraft, runway or runway condition. Did these occur on windy days with a gusting crosswind, or on wet runways, resulting in hydroplaning accidents, for example? Many factors contribute to a landing accident, including pilot fatigue. This is something to think about. How are your landings, especially when conditions are less than ideal, for you? I highly recommend getting your CFI and going out and getting some practice when conditions are less than ideal for you. Better yet, select another airport, perhaps one you have not been to, with shorter or narrower runways, and get some practice there.

**HELEN'S CORNER**

**Landing Lights - revisited. Maintenance issues:** Depending upon the airplane, a landing light will last from 10 to 50 hours and cost between \$30.00 and \$50.00. Changing a landing light can be as simple as replacing the lamp or as involved as removing the cowling and also replacing wiring. **Pilot issues:** We like to be seen when we are flying. This should also include turning on the nav/position lights. During daylight hours, after you land, landing light should be off; i.e., do not taxi during the day with the landing light on. Use your "after landing checklist." Landings performed at night at airports with runway lights should be accomplished without the landing light; i.e., turn off the landing light when you are close to the runway. Touching down using the landing light as an aid to finding the runway will cause you to look too close to the airplane and to the center of the runway instead of toward the runway edge lights.

**CHOOSING A FLIGHT INSTRUCTOR**

Fulfill your dream - Learn to Fly!! You are never too old to become a pilot. But exactly how do you accomplish this? After you have chosen a Flight School the next step is to find a Flight Instructor. A flight instructor provides a service to you - the student. Just like a flight school provides a service to the flying public. Both the flight school and instructor

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look after the welfare of the student. Some flight schools will assign you a flight instructor. LBFC & FA will provide you a list of potential instructors for you to interview.

So, what is an instructor? A flight instructor will teach you how to fly and guide your training. An instructor license is an advanced pilot certificate. All flight instructors must have a commercial pilot certificate which takes a minimum of 250-hours to acquire. An instructor is certified by the FAA (Federal Aviation Administration), hence the term CFI or Certified Flight Instructor.

All flight instructors are not equal. An instructor's flight hours varies from 250 hours to over 10,000 hours; i.e., their experience is varied. The fact that an instructor is young and lacking vast flight or teaching experience does not necessarily mean he or she cannot be an excellent instructor. Having a genuine interest in teaching a student will more than make up for experience. Young instructors are often accused of being disinterested in the welfare of their students, and concerned instead with building flight time to meet minimum experience requirements for a professional pilot position. A big reason for meeting and interviewing instructors is to judge their attitude regarding teaching. On the other hand, a veteran instructor who is truly dedicated to and effective at teaching pilots is the best of all possible worlds.

The way to begin the search for a flight instructor you can be comfortable with and confident of is to gather names of active instructors. You should interview one to three instructors before making your decision about which CFI you would like to teach you. Some questions to ask when interviewing instructors are:

- 1) What is the instructors aviation background and interests,
- 2) What is the instructor's experience,
- 3) Does the instructor have advanced instructor ratings,
- 3) How many students are they currently training,
- 4) Does the instructor have adequate time to spend with you for pre & post flight briefings, flight lesson and ground lessons,
- 6) What curriculum will the instructor use to train you?

Your interview should be designed to gather specific information about the instructor's experience, qualifications and professionalism. You should also be forming an opinion about the instructor's personality and demeanor, and how they mesh with your own characteristics. If you already have chosen a flight instructor but notice that the instructor exhibits more negative traits than positive, or you may be having a personality conflict, it may be time to make a change before wasting more money and time. You should have one instructor to work with you throughout your rating, not a new instructor for each lesson. You should never be hesitant or afraid to change instructors. After all, you are the paying customer. Remember, flight training is a partnership.

If you need help in choosing an instructor or you are having some difficulties with your training, don't hesitate to talk with me.

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 ACCOMPLISHMENTS

FRANK REINMILLER	SOLO	C172	CFI JACK BASHFORD
NICKOLAS GAVALAS	SOLO	WARRIOR	CFI JAESEONG OH
GLENN MAPLES	SOLO	WARRIOR	CFI RICHARD GARNETT
SUNMI LEE	SOLO	WARRIOR	CFI EMI KENNEDY
JEREMY TAYLOR	SOLO	WARRIOR	CFI BRIAN WATERS
MARK ANANKA	SOLO	WARRIOR	CFI BRIAN WATERS
JEFF MORTIS	INST	WARRIOR	CFI HARRY LEICHER
TOM APALENEK	INST	C172	CFI HARRY LEICHER
RANDY SOMERSHOE	INST	C172	CFI RICHARD GARNETT
ZOE KELIHER	COMM	ARROW	CFI DALE CHOPPIN
MIKE SEYMOUR	COMM	C172RG	CFI JAESEONG OH
STEVE MICHAELS	COMM	SEMINOLE	CFI ALEX KOTHE
TOM RUNGE	APT	C172	CFI HELEN CRANZ
JULIO PIZANO	APT	WARRIOR	CFI HELEN CRANZ

CONGRATS to RICHARD GARNETT, top Club CFI for June, logging the most hours of dual given in club aircraft! Runner-ups were HARRY LEICHER and JACK BASHFORD!

Congratulations to JAESEONG OH on his ADVANCED GROUND INSTRUCTOR and his GOLD SEAL INSTRUCTOR certificates!

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**Dear Instructor,**

I'm asking for your help. If you've read the papers lately you know that general aviation is being threatened. What can we do about it? Secure your aircraft. And make sure your students,

your employer, and the pilots around you, are all doing everything they can to prevent aircraft theft.

I want you to imagine this: The local "Eyewitness News" crew sticks a TV camera in your face and says, "Isn't it true that nothing would prevent a terrorist from stealing an airplane from this airport?" I can assure you, it has happened, and will continue to happen at airports, particularly next month as another ratings period starts.

Think about how much better it will play on the news—and, more importantly, in public perception—if you can say, "We keep the aircraft keys in a locked area and only release them to authorized pilots. We put a throttle lock (or prop chain, or tie-down lock) on all parked aircraft. We ensure that all our tenants keep their hangar doors locked. We work with the local police and get regular patrols. "

"We train every new pilot to be security conscious. And we've implemented AOPA's Airport Watch program (<http://www.aopa.org/asn/watchindex.shtml>), and we encourage every pilot here to look for suspicious activity and report it to the TSA's toll-free GA security hotline (866/GA-SECURE)."

These aren't the only ways to make general aviation more secure, of course. You can see more examples by clicking (<http://www.aopa.org/whatsnew/newsitems/2002/020109security.html>).

Flight instructors, you have a special responsibility. Your education efforts now have to extend to security issues, including consistently and constantly reminding your students and all pilots about the importance of always properly securing an aircraft. And if your employer hasn't implemented security procedures, speak up. Safety and security are and will always be the watchwords of our industry.

But what's most important is that you take action and can demonstrate that you are taking all practical steps to thwart aircraft theft.

And if we don't get everybody onboard? We could be saddled with new requirements--things that would make it more difficult or unpleasant to fly. New rules that could frighten away students, or impose requirements that your employer or your airport couldn't afford.

Let's not give them any more ammunition. Ever. Please review your security procedures--now--and take any and all appropriate steps to keep GA safe, secure, and out of the news.

Phil Boyer, AOPA President

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#### **FAA FIXES ERRORS IN VICTOR 363 AIRSPACE PROPOSAL**

Based on input from AOPA, the FAA has corrected some errors that appeared in a proposal to make changes to Victor 363 near Camp Pendleton in Southern California. Specifically, the original proposal contained an error in the description of the proposed airway, which omitted a key fix in the route description. Also, AOPA asked the FAA to include magnetic headings in addition to true compass headings. Pilots who commented on the previous proposal will need to submit new comments to the corrected version. The FAA extended the comment deadline to July 11. AOPA supports the proposal because the airway realignment would give pilots a path around a newly established Camp Pendleton restricted area (R-2503D). Comments should be sent to: Docket Management System, U.S. Department of Transportation, Room Plaza 401, 400 Seventh Street, S.W., Washington, D.C. 20590-0001. You must identify the FAA Docket No. FAA-2005-20551 and Airspace Docket No. 04-AWP-8 at the beginning of your comments. See the corrected proposal (<http://www.aopa.org/epilot/redir.cfm?adid=6903>).

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**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!

**EMAIL:** If you would like to receive this newsletter or the LBAA newsletter via e-mail, send

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your address to club@lbfllying.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!!!

**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.

**AUGUST 31st & SEPTEMBER 28th:** Long Beach Flying Club **CFI meeting** from 6:00 pm to 7:00 pm  
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
JAMES CROFOOT	DAVID BOWDEN
MATTHWE WONG	TIM CAPPS
DANNY LEE	RAYMOND CHANG
RAYMOND CHUNG	MIKE CHRISTMAS
BRET BAKER	BAKARI COPELAND
JESS CORTEZ	JOSE CORDOVA
SERGIO TURRIOS	SEAN CUSSEN
PHILLIPE BOBET	NORMAN ELLIS
GREGORY HEARN	JEFF FACEMIRE
BENJAMIN NISWANDER	GREG FAUST
MAXIM SENIN	WILLIAM FINKIN
KEVIN STORM	KENT FORDE
JERMY O'JERHOLM	PETER GARCIA
ROBERT DOWNEY	OMSTER HAYNES
PETER GOEBELS	FUMINORI HIGASHIJIMA
DANIEL SONTOS	OTTO HOLLBORN
DANIEL LEFLER	KEVIN JACKSON
ERIC HINOJOS	JOHN LEE
NICHOLOS MATCHCHECK	DANIEL LEFLER
	RUDI LIMICH
	HUGO LIZCANO
	GLENN MAPLES
	COLIN MARTIN
	ARTHUR MASAOKA
	JOHN MCCOY
	MICHAEL MELLO
	GLENN MIHELICH
	LUKE O'SULLIVAN
	TONY PENNISI
	JULIO PIZANO
	SCOTT PLUDE
	KENT PRAMHUS
	JEFF PUFFER
	UIVIO PUGH
	CHRISTOPHER RADFORD
	JOHN RODGERS
	CARLOS RODRIGUEZ
	ROBERT SCHENBECK
	ARTURO SOLANO
	ARJUNA SOMARATNA
	FRANK SOTELO
	WILLIAM WEAVER

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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 birthdays or anniversaries!