

LONG BEACH FLYING CLUB &amp; FLIGHT ACADEMY

**SEPTEMBER 2005 NEWSLETTER****Happy Veteran'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? NEW ROUTE TO TIEDOWNS** – We put up a good fight but, after nearly 3 years of battle, we have to throw in the towel. No longer can we walk directly from our north ramp to the west ramp. The city and Rainbow have refused to work out procedures with us that will enable us to walk directly between our two properties. To access the west ramp, use a gate at the west end of the parking lot. The combination to the lock on the gate is available at the dispatch desk, in the night locker or in the tach & hobbs books for the aircraft parked on the west ramp.

Pardon the pun, but our AVGas prices have become downright volatile – prices have gone up 60 cents per gallon since July 1st. Thus, we will temporarily need to implement a fuel surcharge. Starting September 20th, we will post the amount of the fuel surcharge (and fuel reimbursement), adjusting approximately on the 20th of each month until the price of fuel settles down. The calculations for the fuel surcharge are on page 2 of this newsletter.

Harryism (Leicher): Even if you're in a Cessna 152 taking off from a 10,000 foot runway at sea level, still calculate your take off performance. If you haven't reached rotation speed by the calculated point, either the aircraft is not performing or you don't have the ability to do the calculations when they do matter. Abort the takeoff and figure out which applies before you get in a situation where it matters.

**HELEN'S CORNER**

**Commercial PTS Review. The following changes have been made to the Commercial Pilot Practical Test Standards:**

**Deleted Tasks:**

1. In Area of Operation " "Preflight Preparation," Task H., "Physiological Aspects of Night Flying."
2. In Area of Operation I, "Preflight Preparation," Task I., "Lighting and Equipment for Night Flying."
3. In Area of Operation IX, "Emergency Operations," Task A., "Emergency Descent."

**New Tasks:**

1. In Area of Operation I, "Preflight Preparation," new Task 8., "Airworthiness Requirements."
  - a. See item 111.8.1. in the discussion of new private pilot PTS tasks for a description of the elements of this task.
2. In Area of Operation IV, "Takeoffs, Landings, and Go-Arounds," new Task K., "Power-Off 180° Accuracy Approach and Landing."
  - a. A power-off 180° accuracy approach and landing is an approach and landing that is made by gliding with the engine idling through a 180° turn to a touchdown that is beyond and within 200 ft. of a specified point on the runway.
    - (1) The maneuver is begun in the traffic pattern at the pattern altitude by closing the throttle abeam the intended touchdown point, establishing the recommended glide airspeed (presumably the airplane's best glide speed), and beginning a power-off glide, which is continued all the way to touchdown.
    - b. The objective of this maneuver is to develop the ability to accurately judge the airplane's glide path in a power-off glide and to develop the ability to control the glide path in order to make an accurate touchdown at an appropriate airspeed.
      - (1) An example of a practical application of this maneuver is performing a forced landing following an engine failure.
3. In Area of Operation V, "Performance Maneuvers," new Task B., "Steep Spiral."
  - a. A steep spiral is a series of three 360° gliding turns of constant radius around a

reference point on the ground.

(1) A steep spiral is essentially a descending turn around a point.  
 b. The maneuver is begun at an altitude sufficient to allow three 360° turns to be completed, with the maneuver ending no lower than 1,000 ft. AGL. The throttle should be closed shortly before the airplane arrives abeam the intended ground reference point, and the recommended glide speed should be established. A gliding spiral of constant radius should be begun once the airplane is abeam the ground reference point.

(1) A practical application of this maneuver is the dissipation of altitude above an emergency landing site following an engine failure at altitude.

#### Revised Tasks:

1. In Area of Operation IV, "Takeoffs, Landings and GoArounds", the following tasks were revised:
  - a. Task A, "Normal and Crosswind Takeoff and Climb," The applicant may now be tested on rejected takeoff procedures.
  - b. Task B, "Normal and Crosswind Approach and Landing," In the absence of a recommended approach airspeed, the applicant is required to maintain no more than 1.3 V<sub>so</sub>, +/- 5 kt. (the old PTS did not exactly specify an airspeed to be used in the absence of a recommended approach speed).
  - c. Task C, "Soft-Field Takeoff and Climb," The airplane may now be allowed to accelerate to V<sub>x</sub> or V<sub>y</sub> in ground effect, as appropriate, and maintain this speed, +/- 5 kt., to a safe maneuvering altitude (the old PTS specified V<sub>y</sub> only).
2. In Area of Operation V, "Performance Maneuvers," the following changes were made:
  - a. In the beginning of the area of operation, it is now specified that the examiner must select at least one task from each of the following groups, for a total of at least 2 tasks:
    - (1) Task A, "Steep turns," or Task B, "Steep Spiral".
    - (2) Task C, "Chandelles," or Task D, "Lazy Eights."
  - b. Task A, "Steep Turns": The applicant is no longer required to complete the maneuver at a minimum of 1,500 ft. AGL.
  - c. Task C, "Chandelles":
    - (1) The maximum entry speed and maximum bank angle are no longer specified (the old PTS specified that the entry airspeed as not to exceed V<sub>a</sub> and that the maximum allowable bank was 30 deg).
    - (2) At the completion of the maneuver the applicant must return to straight and level flight with a minimum loss of altitude (the old PTS specified that straight and level flight should be resumed at the final altitude attained, +/- 50 ft.).
  - d. Task D, "Lazy Eights":
    - (1) The applicant is no longer required to select a prominent 90 deg. reference point in the distance, and it is no longer specified that the applicant must complete at least two 180 deg. Circuits. Additionally, the PTS now specifies a maximum of approximately 30 deg. of bank at the steepest point (the old PTS did not specify a maximum bank angle).
3. In Area of Operation VI, "Ground Reference Maneuver," the only task revised was:
  - a. "Eights on Pylons": The applicant is no longer required to maintain straight and level flight for 3-5 seconds between pylons. Additionally, the maneuver is now required to be completed with a maximum of approximately 30 deg. to 40 deg. of bank at the steepest point (the old PTS did not specify a maximum bank angle).
4. In Area of Operation VIII, "Slow Flight and Stalls," the following tasks were revised:
  - a. Task A, "Maneuvering During Slow Flight":
    - (1) Slow flight is now defined as an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in power would result in an immediate stall (the old PTS defined slow flight as 1.2 V<sub>S1</sub>).
    - (2) The airspeed tolerance is now +5/-0 kt., and the bank angle tolerance is now +/- 5° (the tolerances in the old PTS were airspeed, +/-5 kt., and bank angle, +/-10°).
  - b. Task B, "Power-Off Stalls": The applicant is no longer required to announce the indications of an approaching stall. Additionally, the maximum bank angle and tolerance for inducing a turning stall is now 20°, +/- 5° (the old PTS specified a maximum bank angle of 30°, +0/-10°), and the applicant may now accelerate to V<sub>x</sub> or V<sub>y</sub> before the final flap retraction (the old PTS specified V<sub>y</sub> only).
  - c. Task C, "Power-On Stalls": The applicant is no longer required to announce the indications of an approaching stall. Additionally, the applicant may now accelerate to V<sub>x</sub> or V<sub>y</sub> before the final flap retraction (the old PTS specified V<sub>y</sub> only).
5. In Area of Operation XI, "Postflight Procedures," the following tasks were revised:
  - a. Task A, "After Landing," and Task B, "Parking and Securing," have been combined into a single new Task A, "After Landing, Parking, and Securing." This new task covers essentially the same areas as the two tasks it replaces, while placing additional emphasis on runway

incursion avoidance and reaching an appropriate speed during the landing roll-out before attempting to turn off the runway.

PTS organization reference Gleim: CFI Refresher Clinic

**CFI Program:** Wednesday, September 28 at 6:00 p.m., FAA LGB FSDO Kathleen O'Brien will address "How to Teach Decision Making."

LBFC SEPTEMBER 2005

BY JOHN MAHANY

Do you read Aviation Safety? If you don't, YOU SHOULD!!! While there are many aviation publications to read, this is one that should be included in your monthly reading! I highly recommend it! Each issue contains excellent articles that are pertinent to pilots of every experience level. The September issue addresses 'professionalism in the cockpit', 'Yank-Bank Limits' and 'Stalls Revisited', among other things. Any 'student' pilot, which includes all of us, can benefit from this. There is no advertising, just good, solid information. Check it out. It is published by Belvoir Media Group. You can also access it online here:

[www.aviationsafetymagazine.com](http://www.aviationsafetymagazine.com)

ACCOMPLISHMENTS

JESS CORTEZ	SOLO	C172	CFI JACK BASHFORD
BILL WEAVER	SOLO	C172	CFI BRIAN WATERS
RENE GARCIA	SOLO	WARRIOR	CFI RICHARD GARNETT
LUKE O'SULLIVAN	PRIVATE	C172	CFI BRIAN WATERS
RICARDO MOTA	COMM	C172RG	CFI HARRY LEICHER
RANDY SOMERSHOE	COMM	C172RG	CFI RICHARD GARNETT
MATTHEW SILVER	COMM	SEMINOLE	CFI PAUL RAYMOND
DANIEL GREEN	APT		CFI HELEN CRANZ
KENTARO SHIMAMURA	APT		CFI HELEN CRANZ

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for August, logging the most hours of dual given in club aircraft! Runner-ups were EMI KENNEDY and BRIAN WATERS! **TOP GUN AWARD** goes to RENE GARCIA, logging the most flight hours in club aircraft in August. Runner-ups were MICHAEL COLLINGWOOD and ERIK DEGERNES!

AS OF SEPTEMBER 20TH, FUEL SURCHARGE: \$0.60 PER GALLON

	BASE CASH PRICE	FUEL FLOW	FUEL SURCHARGE	SURCHARGED PRICE	CREDIT CARD
CESSNA 152	\$61.95	6	\$3.60	\$65.55	\$68.83
SYMPHONY	\$77.95	8	\$4.80	\$82.75	\$86.89
CESSNA 172	\$80.95	8	\$4.80	\$85.75	\$90.04
CESSNA 172SP	\$115.95	10	\$6.00	\$121.95	\$128.05
CESSNA 172RG	\$99.95	10	\$6.00	\$105.95	\$111.25
PIPER WARRIOR	\$80.95	8	\$4.80	\$85.75	\$90.04
PIPER ARCHER	\$84.95	9	\$5.40	\$90.35	\$94.87
PIPER ARROW	\$102.95	10	\$6.00	\$108.95	\$114.40
SEMINOLE	\$169.95	17	\$10.20	\$180.15	\$189.16
FUEL REIMBURSEMENT	\$3.30		\$0.60	<b>\$3.90</b>	

*There will be no price change for the AST 300X or the PCATD. The 60 cent fuel surcharge applies for flights returned after 4:30 PM on September 19th.*

**NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ, HARRY LEICHER and JOHN MAHANY for the help with this newsletter!

**CLASSES:** Cypress College Aviation classes start NOW! [www.pilotage.com/vendor/cypress](http://www.pilotage.com/vendor/cypress).

**CONGRATS!** We're as happy as can be! Our family now consists of three. Announcing the birth of....

Elisabeth Maria, September 2, 2005, 6 lbs .2 oz 19.5 inches, born at 10:50am, National Naval Medical Center, Bethesda, MD to Edward & Carolina Davies!

**DEAR FELLOW PILOTS**— On October 14 through October 16 we will be walking 60 miles from the DelMar Fairgrounds to the Embarcadero Marina in San Diego to raise money to help find a cure for breast cancer. We are soliciting your help and support for this important event. Contributions to support this event can be directed to: Delano & Catherine Melikian, 11259 Gardiners Ct. Cypress, CA 90630, USA. Checks should be made payable to "Breast Cancer 3-Day." All Donations are tax deductible. Thanks!

**REG REVIEW:** Deductible Waiver \$50 per year or \$5 per month to waive the \$5000 aircraft damage liability in the event of an insurance claim on club aircraft.

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

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
DAVID WRIGHT	ANIL BHATIA
SCOTT HOLMES	HELEN CRANZ
JEAN GURNEE	DAM CRILLEY
DAVE MOORE	ADAM CRITS
SIMON KAPREILLIAN	NICK DANIEL
ANDREW THOMPSON	MARK DAVIS
DAE JUN KANG	BEN ECKERSON
KEN GARCIA	GARLAND EKENSTAM
KOSHA KORNOFF	DAVID FEINGLASS
WILLIAM ESPINO	BRIAN FISHER
CHRIS HOPKINS	JOHN FRANCIS
MAXINE MACEN	JASON FREEMAN
IKUO MAKINO	GIOVANNI GOMEZ
SHING HWONG	DAVE JANKO
TERRY JOHNSON	DAE KANG
DAISUKE SAKURAI	JOSHUA KORNOFF
MICHAEL ANDERSON	NEIL KUMOR
GREG BAKER	HAROLD LEICHER
HENRY DERUSHA	JOHN MAHANY
PANCH JEYAKUMAR	BRAD MORING
BRET LYNES	JOSE MOTA
ANDY MARKARIAN	DARREL PAINTER
LEO POWELL	CHUCK RICE
GENE REINECKE	STEFAN STEINBERG
JASON SCRIMPSHER	HANK SURFACE
JASON VENDERWEEL	MANUAL VANDA
WILLIAM WOO	JAMES WARD
	CHRIS WARNER
	BENNY WONG

#### Calendar

**September 28th:** Long Beach Flying Club **CFI meeting** from 6:00 pm to 7:00 pm

**October 26:** 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 October.

**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!

We had a swarm of phone calls when last month's statements went out regarding the insurance deductible waiver charge. Apologizes that the following article wasn't more prominent in previous newsletters:

DEDUCTIBLE WAIVER

Our insurance agent has advised us to institute a deductible waiver program as the deductible has risen to an amount that would be a hardship to outlay if incurred. Beginning July 1st, the mandatory Deductible Waiver Program will be implemented at a charge of \$50 per year, where, in the event of an insurance claim on the aircraft, LBFCA agrees to waive the \$5,000 deductible 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.

Each month, unless a pilot has opted to purchase the \$50 annual deductible waiver, the \$5 monthly aircraft damage deductible waiver will be added on account.

Our insurance agent advises that we have to have an event-free year for any competitive bidding for our huge policy. Everyone needs to help with our efforts - 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.

---

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.

---

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 birthdays or anniversaries!