

LBFC - November 2005

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

NOVEMBER 2005 NEWSLETTER

HAPPY THANKSGIVING!

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

Editor Candace A. Robinson

EDITORIAL WHAT'S UP? NATIONAL PILOT ALERT, YOUR HELP IS NEEDED:

The FAA is about to implement yet another "security measure" that will set a dangerous precedent, which will threaten our right to fly. While this specific proposal affects pilots in the Washington, DC area, don't think that these restrictions can't happen here. Any Class B airspace in the country could conceivably face the same restrictions that DC pilots have coped with for the last 2-1/2 years.

The FAA has issued a Notice of Proposed Rulemaking (NPRM), which, if enacted, will make permanent all of the temporary flight restrictions that currently exist in the Washington, DC area. At LAX, the inner ring surrounding the airport would become a Flight Restricted Zone (FRZ), much like the one in the DC area that covers a fifteen-mile radius with the remaining outer ring referred to as the Air Defense Identification Zone (ADIZ). Unlike the present Class B airspace, this ruling imposes IFR type requirements for all flights, including VFR. Pilots operating in this new security airspace must file a flight plan with Flight Service (FSS) by telephone (no DUAT filing is permitted), obtain a discrete transponder code, and be in communication with air traffic control. Controller workload has tripled so if you think getting Class B clearance is difficult today, imagine being a VFR flight trying to get into or out of the ADIZ, not to mention severe enforcement actions for simple technical errors made while trying to follow the complex procedures. These restrictions are excessive and do little to increase security. There are more simple and rational security procedures that can be implemented without setting a dangerous precedent that threatens GA pilots across the nation. The federal process of rulemaking allows us to formally protest this proposal. Please send your protest [via e-mail, mail or fax](#) to the FAA, as well as forwarding your complaint to your members of Congress. We must fight tooth and nail to stop the FAA from making the Washington, DC security airspace permanent. Each of us individually, along with 400,000 AOPA pilot members can succeed. The FAA has recently extended the deadline to February 6, 2006, but don't delay. Forms and submittal information is available at the club and through www.AOPA.org.

OPERATION CHRISTMAS CHILD will again this year collect shoeboxes filled with small toys and other items such as flashlights, school supplies, toiletries, clothing, books and hard candy. Since 1993 Christmas shoeboxes have been distributed to children in more than 60 war-torn and struggling countries. A collection box will be set up at Long Beach Flying Club for your donations of new items for children 2 to 14 years old. The club will then arrange, wrap and deliver the shoeboxes boxes to an Operation Christmas Child center. Help us share our holiday spirit -- please get your contribution to the club by December 12th!

O COME ALL YE PILOTS! MERRY CHRISTMAS HOLIDAY BUFFET: Club pilots, family and friends are all invited to the Long Beach Flying Club & Flight Academy Christmas party on Thursday, December 15th from 1:00 PM to 3:00 PM! We'll have all sorts of holiday treats! If you'd like to bring a dish for the potluck, call the club to get on the signup sheet. Come one, come all!

HELEN'S CORNER: Professional Development: Paperless Future By Rusty Sachs

Ask any CFI to name the three most annoying aspects of his job, and you can bet your flight boots that completing the FAA's 8710-1 Airman Certificate and/or Rating Application will appear on the list. The same goes for pilot examiners, but even more so. And when it comes to a student filling one out for the first time, one can feel the rising blood pressure from the other side of the runway.

Take heart, for relief has arrived. The days of slaving over black-and-white government forms, racking your brain to remember the nuances of proper box-filling technique (is the date supposed to be 05-07-44, 05071944, or 05-07-1944?) are over. There's a new system available, one that eliminates paperwork and does a vast amount of proofreading-and it doesn't cost a

penny! Well, we pay for the system as taxpayers, but there's no charge to use it.

It's called IACRA, or Integrated Airman Certification and Rating Application, and it promises to ease the burden on airmen. I've been using it for a while now. I've used it as an applicant (to renew my CFI last spring), as a recommending instructor, and as pilot examiner. The registration process is easy. The first few times one uses the program, it seems cumbersome and clumsy-there's a lot of back-and-forth between screens-but a rhythm soon develops, keystrokes become familiar, and before you know it you're thinking of filling out 8710s as something we did back in the olden days; the attention to detail involved in teaching eights-on-pylons pales when compared to filling in those boxes correctly.

The first step is to register online, whether you're doing so as an applicant, instructor, or examiner, and you can do all three at once. Visit the IACRA website, <http://acra.faa.gov/IACRA/default.aspx> and click on Registration. You'll find nine roles listed, and you may select as many as you wish. In addition to the three mentioned above, one can register as an aviation safety technician, aviation safety inspector, school administrator, airman certification representative, chief or assistant chief flight instructor, and training center evaluator. You are prompted to enter your certificate number, name, and other readily available information, and to select a user name and password. The system will assign you a federal tracking number (FTN) and suggest that you change your password immediately, with characteristic Washington complexity in the constraints placed on password format.

You'll never be able to use IACRA unless your students use it; they, too, must register for an FTN first. Do it together. Most students will register for new ratings regularly over a lifetime, and getting them set up is part of your instruction. You can bill for this sort of thing, remember.

Once a person is registered, it's easy to begin an application for a certificate or rating. Simply log in at the IACRA website and follow the instructions, which take you deliberately through the process, step by step. Completing the application is exquisitely simple.

When the instructor wishes to review and sign the application, all that's needed is to log in to the IACRA website as a Recommending Instructor and click on Retrieve Application in the upper right section of the screen. The program will ask for the FTN of the applicant and guide the instructor through the process of endorsing the recommendation. The whole ritual is similar to the course of action when signing an 8710-1 form, but without a trace of paper.

The prize comes at check time. The examiner logs onto IACRA, enters the FTN of the applicant, and reviews the form by following the cyber-guidance one step at a time. When all is complete, the DPE prints the new certificate on the computer, confirms its correctness with the pilot, and signs it.

IACRA is now available throughout the United States. It promises to simplify and streamline the reams of paperwork involved in the issuance of new ratings and certificates. Try it, and see for yourself.

Rusty Sachs serves as Executive Director of the National Association of Flight Instructors. He detests paperwork, types with his index fingers only, and abhors the shortcomings of automated spell-checkers.

I would like to congratulate Club CFI Fred Pitcher who was recently recognized by the FAA with the Wright Brothers "Master Pilot" Award "in appreciation for 50 years of dedicated service, technical expertise, professionalism, and many outstanding contributions that further the cause of aviation safety." He also recently received the Civil Air Patrol Gil Robb Wilson Award for "conspicuously meritorious performance and exceptionally distinguished service in the Civil Air Patrol Senior Member Training Program."

ACCOMPLISHMENTS

KUO MAKINO	SOLO	C172	CFI HEISHU KIM
TAKAOKA MASARU	SOLO	C152	CFI HEISHU KIM
LEO JAUDALSO	SOLO	C152	CFI HEISHU KIM
MAXIM SENIN	SOLO	C152	CFI JAESEONG OH
RENE GARCIA	PRIVATE	WARRIOR	CFI RICHARD GARNETT
CARLOS FLORES	PRIVATE	C152	CFI EMI KENNEDY

RIN HONDA	PRIVATE/MULTI	SEMINOLE	CFI HEISHU KIM
FRANK REINMILLER	PRIVATE	C172	CFI JACK BASHFORD
JAE CHUNG	COMMERCIAL	ARROW	CFI HEISHU KIM
GARY REEVES	COMMERCIAL	ARROW	CFI HARRY LEICHER
URI LEVY	APT	C172	CFI HELEN CRANZ
HARRY LEICHER	APT	ARROW	CFI HELEN CRANZ

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for October, logging the most hours of dual given in club aircraft! Runner-ups were JOEY ROEHRICH and PAUL RAYMOND!

TOP GUN AWARD goes to CHRISTOPHER DAVIS, logging the most flight hours in club aircraft in October. Runner-ups were DEOVANIS RUEDIAZ and JOSHUA KORNOFF!

TUNING UP THE SYMPHONY 160 Club Pilot writes to *AOPA Pilot*, November 2005

Having just checked out in a Symphony, I read your article in the September issue with interest ("Tuning Up the Symphony 160," September *Pilot*). The airplane certainly is a delight to fly, and the visibility is as wonderful as you say it is. But that visibility comes with a price that probably was not apparent in Quebec two days past the vernal equinox. I fly out of Long Beach, California, and in the summer-time here it would certainly be nice if some of those windows could open even a tiny bit. The ventilation is OK once you get airborne, but the cockpit is simply uninhabitable on the ground unless you have a door open. One of the company executives or engineers should fly south for a while. I strongly suspect there would be a little pencil sharpening at one of the drawing boards after his return. But don't get the wrong impression: It is a delightful airplane except for that flaw.

Daniel Villani [LBFC pilot] Long Beach, California

NEW LOANERS AVAILABLE

Title	Description	Format
FAA Wake Turbulence Training Aid	Text and graphics to enable development a program to train pilots and air traffic controllers in wake turbulence avoidance procedures. A concerted effort of the US DOT, the FAA and international and domestic aviation communities. Wake Turbulence Training Aid Report 01WAKE.PDF Wake Turbulence Training Aid Video WAKE.MOV Min Requirements: 2X CD-ROM, 7 MB free, Windows 3.1, 486 processor	CD ROM
Machado, Rod AVIATION HUMOR, PART I	Rod Machado is a professional speaker, educator, humorist & flight instructor. Rod presents three different types of programs: purely humorous, philosophical and technical. With over 8,000 of flying experience, ATP rating, all fixed-wing CFI ratings and degrees in psychology, Rod is sure to tickle your funny bone with his wild and crazy stories. For more information: www.RodMachado.com .	VHS
Machado, Rod DEFENSIVE FLYING	Humorous, fast paced, and thought-provoking seminar recorded live before 300 pilots in Teterboro, New Jersey. How to fly defensively, take a new look at flying safety, learn several new ways of thinking to enhance your development of Defensive Flying habits. Learn about acknowledging your own limitations, natural pilot enemies, and never underestimating the enemy. Listen to an actual in-flight emergency as two professional pilots exercise one of the most important skills in Defensive Flying.	VHS

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!

NOTAM: Santa Paula airport is open for business! The damage to the runway has been repaired and SZP is receiving visitors!

GET WELL WISHES go out from the Club to Tia, the daughter of club CFI Fred Pitcher.

NOTAM: FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out www.pilotfinancing.com or pick up a Pilot Financing application at the club. Interest rates are currently 13.95%.

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

CHRISTMAS GIFT IDEA -- give the gift of flight! A Long Beach Flying Club gift certificate fits perfectly in that holiday stocking!

NOTAM: Happy 25th anniversary -- November 15, 2005 marks Candy's twenty-fifth year here at the club!!! Also, believe it or not, October 27th marked our sixth year in our new building!

HOLIDAY AND WINTER OFFICE HOURS

Hours Open	Date	Holiday
8:30 AM to 2 PM	Wednesday, November 23, 2005	Thanksgiving Eve
Closed	Thursday, November 24, 2005	Thanksgiving Day
8:30 AM to 2 PM	Saturday, December 24, 2005	Christmas Eve
Closed	Sunday, December 25, 2005	Christmas Day
8:30 AM to 2 PM	Saturday, December 31, 2005	New Year's Eve
Closed	Sunday, January 1, 2006	New Year's Day

December 15: COME TO THE CLUB CHRISTMAS HOLIDAY BUFFET -- 1:00 here at LBFC

January 25: 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 January.

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
DENNIS GONZALEZ	GRANT BATHKE
JEREMY FREW	GREG BELOIT
DANIELLA EDEY	BENNY BENSON
KEITH EDEY	ADRIAN BERNHAUSER
YUJI HORIMOUCHI	ALLAN BODOH
STEVEN COLBORNE	CATHERINE BRYDON
MATTHEW FOERTSCH	VITO CARAVAGGIO
CHRISTOPHER FLORES	STEVE CHAN
RYAN VELLANOWETH	DALE CHOPPIN
STEVEN HOWE	MATT CONNOLLY
DENNIS JONES	WILLIAM FABLE
DUSTIN DUTCHER	CARLOS FLORES
RONALD WARREN	AARON GONZALES
TOSHIO HOIRAI	STEVEN HOWE
DAVID WIESE	LEONCIO JUADALSO
TODD CANTERBURY	MATHEW KAPLAN
DANON FREAR	BRYAN KIDD
KEVIN APEL	DAN KIFAYA
GEORGE ARMAS	ARMANDO LEYVA
SAMMY BE	JOSE MACZ
STEVE CHAN	DELANO MELIKIAN
ALEXANDER HASLER	KURT MOELLER
PAUL HERMAN	SHAUN PEREZ
JAMES MC CONOCHA	SCOTT RAMEY
PATRICK MC PARTLAND	CARLOS RODRIGUEZ
ISAAC NAVARRO	ROBERT RUCHHOFT
	HENRY HANK SMITH
	DAVID THOMPSON
	JASON VANDERWEEL
	RONALD WARREN

	WAYNE WELCH BRANDON WELLS
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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 birthdays or anniversaries!