

LBFC - June 2006

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321

JUNE 2006 NEWSLETTER**HAPPY FLAG DAY!**

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

Editor Candace A. Robinson

EDITORIAL - WHAT'S UP? INSURANCE COSTS AGAIN?

But first, the following is an update since our report last month on the excessive oversight of an unconscionable number of agencies: 1) We endured a base inspection of our FAA Part 135, 141 and 145 certificates. One of the inspectors, however, was a no-show, and he wanted resources available for June 8 and 9 to conduct his portion of the inspection. We are in the process of rescheduling that second inspection as we were responding within deadline to the May 25th Drug Abatement audit and the first Part 135, 141 and 145 base inspection; 2) The refund check for the overpayment of the county property tax came through (amazing) but while we dispute the \$45,000 county property tax on the building, we had to pay \$18,500 to avoid penalties and interest. Their mistake, our penalty? The check cleared in less than 24 hours -- how do they do that? 3) June 12th, the club aircraft insurance annual policy became due (see related article); 4) One oversight agency we forgot to mention last month, LBFC maintains FAA approval for LaserGrade, the FAA knowledge testing. We had a successful, unscheduled audit a few weeks back. Thank you, Randy! 5) The bill from the results of the recent sales tax audit came in and \$2,300 needs to be paid by the end of the month; 6) And as soon as the dust settles, we'll resubmit the Veterans Information Bulletin with the new aircraft rental rates.

Stay tuned for the next installment of the club "Dear Diary"...**ANATOMY OF AN INSURANCE RENEWAL**

As far back as I can remember June 12th has been the date set for our annual insurance policy renewal. Our agent, the same one we've had for many years, began working on our renewal several weeks ago. But on June 8th we were informed that our June 12th insurance renewal would increase by the underwriter - - - at 33.4%, payable in full up front. Not only did that raise our \$231,000 annual premium to over \$308,000, suddenly to lose the monthly reporting form added finance charges by putting us in a position to need to finance the premium. The entire policy seemed out of our reach, having to come up with down-payment of over \$60,000. After nearly a flawless year claims-wise...

Negotiations continued through Friday night, the numbers horrific. We decided to leave a few aircraft off the commercial policy for now, and will gradually add them back over the next several weeks. Be assured that we'll use the next year to explore alternative insurance options and to be better prepared for June 12, 2007.

THE TIMES (AND PRICES) THEY ARE A-CHANGING

Grasping for a bit of good news, these rates aren't far off the fuel surcharge rates we've been operating with since mid-April. These rates, in fact, do away with the fuel surcharge for the foreseeable future as the fuel price is incorporated into these new numbers. Also, the fuel reimbursement is set at \$4.46. The aircraft cash discount rental rates are as follows:

Make/Model	Rate
CESSNA 152	\$69.95/HR
PIPER WARRIOR	\$92.95/HR
CESSNA 172	\$92.95/HR
CESSNA 172SP	\$135.95/HR
PIPER ARCHER	\$99.95/HR
CESSNA 172RG	\$120.95/HR
PIPER ARROW	\$123.95/HR
SEMINOLE	\$199.95/HR

There will be no price change for the AST 300X or the PCATD. The new prices went into effect June 12th.

ACCOMPLISHMENTS

WILLIAMS ESPINO	PRIVATE	C152	CFI RICHARD GARNETT
WUK JUNG	PRIVATE	C152	CFI JAESEONG OH
ERIK DEGERNES	INSTRUMENT	WARRIOR	CFI JAESEONG OH
NICK KLUBNIKIN	COMM	C172RG	CFI RICHARD GARNETT
BENNY BENSON	PRIVATE	C152	CFI MATTHEW SILVER

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 PAUL RAYMOND! **TOP GUN AWARD** goes to PAOLA MCNEASE, logging the most flight hours in club aircraft in May. Runners-up were RENE GARCIA and RON BATTESTEROS!

Safety Tip of the Month by Phil Barton

A couple of days ago I was talking to a pilot friend about our flying experiences and about our close-calls while flying. He told me about a couple of incidents that he experienced years ago. It was back in the early 1970's when my friend decided to take some friends in a rented aircraft from the Long Beach airport and fly to Catalina Island for their famous buffalo burgers. After a leisurely lunch they departed and he initiated a normal climb to cruise altitude, throttling back to normal climb power when at a safe altitude. To his amazement, the engine stayed at full power. Rather than risking a landing at Catalina, he decided to play it safe, climb to a high enough altitude to reach land if the engine should decide to quit running and return to Long Beach. He called the tower, told them of the situation, and requested Runway 30. The only way my friend could land safely was to intermittently pull the mixture control out just like the WWI pilots - full power or no power. The landing was successful using this method. The problem was found to be a broken attachment of the throttle push-pull cable to structure, which allowed the cable housing to flex without moving the cable itself.

A few years later my friend and our mutual friend, Don Ruddy, flew a Cessna 310 , a twin engine plane, on one of Pilots West annual flights to Mulege in Baja California. During the flight to Mulege, the props suddenly went out of synch, In manipulating the prop pitch controls to get them back in synch, they noted that the left prop control had little effect, so the right prop was set to synch with the left and they continued on a little sweaty-palmed. After landing at Mulege, the left cowling was removed and, sure enough, the problem was this time a broken attachment of the prop pitch control cable. The problem was solved with a little baling wire. What's the moral to this story? Learn from past experience to solve future problems as my friend did. Adios, and fly safely.

QUIZ: TRUE OR FALSE? EACH PREFLIGHT AND POSTFLIGHT DISCUSSION IS AS IMPORTANT AS THE ACTUAL FLIGHT INSTRUCTION OF EACH FLIGHT TRAINING LESSON.

If you answered TRUE, you are correct. Each preflight and post flight discussion is as important as the actual flight instruction of each flight training lesson. Unfortunately, most students and many CFIs incorrectly overemphasize the in-airplane portion of a flight lesson.

- i. The airplane and its operating systems, ATC, other traffic, etc., are major distractions from the actual flight maneuver being practiced and the aerodynamic theory/factors underlying the maneuver.
- ii. If the elements of the flight maneuver are discussed beforehand on the ground, the necessary background knowledge will already have been covered to continue adding to experience in the cockpit, despite all of the distractions. Attempting to introduce a complex flight maneuver or procedure for the first time while in flight is very difficult, if not impossible.

SQUAWK DOC - ACTUAL SQUAWKS

SQUAWK: Left tire getting as bald as Paul's head.

DOC: We really enjoyed that one. So did the FAA at our last base inspection - at first. Then they had to remind us that squawks are part of the aircraft's permanent record and remain so

until superseded or one year after the work/signoff is performed (see FAR 91.417(b)(1)).

SQUAWK: Strong exhaust smell inside cockpit.

DOC: Thank you so much for letting us know, but by signing your name and pilot certificate number to the middle portion of the squawk form, you have deferred the item, and are stating the aircraft is airworthy to fly. I would consider this an aircraft with cockpit air not worthy to fly, *literally* un-airworthy.

HELP YOUR FELLOW PILOTS BY SUBMITTING PIREPS

Decreasing the number of aviation accidents may seem like a complex business, but it doesn't have to be. "If every pilot on a cross-country flight submitted just one pirep [pilot report], we likely would see a decrease in the weather accident rate," said Bruce Landsberg, AOPA Air Safety Foundation executive director. "At the very least, pilots would have an easier go/no-go decisions to make." The foundation's entertaining and informative SkySpotter program (http://www.aopa.org/asf/online_courses/skyspotter/) is designed to improve both the quality and quantity of weather information for pilots and the accuracy of National Weather Service forecasts. Among other things, SkySpotter includes instruction on the easiest ways to submit a pirep. Links to official icing and turbulence reporting criteria also are included. More than 25,000 pilots have completed the SkySpotter course since it was unveiled in 2001.

REG CHANGE: To better clarify the deductible waiver \$5 per month fee, the following change has been made in the club rules and regulations:

9. Deductible Share \$50 per year or \$5 per month to reduce the \$5000.00 aircraft damage liability to \$500.00. Pilots are still responsible for flattened tires, master switches left on, etc. up to \$500.00.

NOTAM: Many thanks to Rene Garcia for the donation - the vintage posters are our favorites!

NOTAM: Kudos to Cody Pierce for the donation of a DVD player - we're setting up another DVD station for watching training videos - provided we can keep the warlords at bay (see article page 1).

NOTAM: Thank you to Martha Elser and Julie Gissel for the donated filing cabinet.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to PHIL BARTON for the help with this newsletter!

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

REMINDER: The club is now a DSL "Hot Spot" for Internet users. Call for details! Surf's up!

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

Calendar

June 28: Long Beach Flying Club CFI MEETING from 6:00 pm to 7:00 pm at LBFC.

July 24-30: EAA AIRVENTURE 2006, Oshkosh, Wisc. Contact: 800-564-6322 or www.eaa.org.

July 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 July!

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
RICHARD ARMITAGE	JESUS ARGUILAR
PETER BISSON	FRANCISCO BUSTAMANTE
PHILLIP BOBET	TIM DEROSE
OLEG BOTCHKAREV	MICHAEL GADBERRY

MICHAEL CARR
 JASON CLOUD
 YUJI' HURINONCHI
 YOOCHANG JOO
 RAJAT KHURANA
 CHRISTOPHER KILKUS
 SHANE LEX
 NORMAN LOW
 ERIC PURMORT
 RAVI RAMANATHAN
 JONAH STEINBERG
 JONG SEN SUN
 HUI-CHUN TSAI
 THOMAS VOGELSANG
 TERESA WARD

DARRIN GLENDAY
 JOHN (PHIL) GREGORY
 GEORGE HAFTOGLU
 ALEXANDER HILGARTH
 PANCH JEYAKUMAR
 CLIFFORD JUNIO
 DOUGLAS KIM
 GRAEME KIMMEL
 DON KWAK
 JEFFREY LEW
 SETH MEJIAS
 JONATHAN MORALES
 GREGORY MYERS
 KAZUHARU NONO
 MARY ELIZABETH ORR
 GREGORY PETERSON
 ERIC PURMONT
 RAKESH RAVINDRAN
 CANDY ROBINSON
 JEFFERY ROCK
 ANTHONY ROLDAN
 RAFAEL SANCHEZ
 JAY SHEARS
 MATTHEW SILVER
 HENRY SMITH
 WALI SMITH
 DUNCAN STEWART
 RICHARD STRUM
 RONALD "RICK" TALBOT
 TARI TARICCO
 DEAN THOMAS
 MIKE TOMKINS

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 <http://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!