

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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

OCTOBER 2006 NEWSLETTER

HAPPY HALLOWEEN!

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

Editor: **Candace A. Robinson**

EDITORIAL - WHAT'S UP?

A NEW CHIEF INSTRUCTOR! CONGRATULATIONS to JAESEONG OH on passing his FAA checkride to become our new Chief Instructor! Our approved programs are Private, Instrument, Commercial and, most recently, Multi-engine. Jaeseong has been a club pilot since 1998. He is a Gold Seal instructor and has over 3700 hours.

LA LANDMARKS AERIAL TOUR - Now available, an aerial tour of our local sights to share with your earth-bound guests this upcoming holiday season! The flight highlights Dodger Stadium, the Hollywood sign, Beverly Hills Hotel, Getty Museum, Santa Monica Pier, Marina del Rey, LAX, Redondo Beach Pier, Palos Verdes, Seal Beach Pier and the Queen Mary . . . and all points in between! The trip takes about an hour and is introductory priced at \$175 for 1, 2 or 3 people. Consider a gift certificate or a surprise destination for that unique gift!

SAFETY TIP OF THE MONTH BY JOHN MAHANY

Instrument approaches are available at Los Alamitos Army Airfield. GCA (ground controlled approaches) hours of operation are: Monday - 0800 - 1600; Tuesday - Thursday - 0700 - 2200; Friday - 1400 - 2200. Closed weekends and holidays. Contact tower on 123.85 or SOCAL on 124.65 for GCA approach or PAR/ASR Practice approach.

Lights. There are never enough lights on an airplane whether it is day or night. Don't forget to use the navigation/position lights during daylight hours also. Any light that is on is extra help for you to be seen.

Tiedowns. Securing an airplane with a rope is an art. If you were not in the Scouts and you don't know, please ask someone. Unfortunately the main tail line on the West ramp is very loose. This means that your tail tiedown cannot be as tight as it needs to be. If you tighten the tail tiedown as it is supposed to be, then it is as high as your knees - a definite trip/fall hazard especially at night. Be cautious when walking between airplanes.

141 enrollments. If you plan to become a commercial pilot, then dual 141 enrollments in Instrument and Commercial programs is what you want. All your solo time while receiving dual IFR training is under the commercial program. This is a big time and money saver. For info ask a 141 CFI.

When practicing the Torrance ILS approach, you also need to practice the LOC approach. However, you need to practice the LOC on the number 2 nav, i.e., no GS indication. This is not the same as using #1 nav and just ignoring the glide slope. Although you should also practice a LOC approach at LGB, you will probably perform the non-precision approach at TOA on your check ride. Don't forget to include the Catalina VOR approach in your training in case the Seal Beach VORTAC is OTS. Your IFR training should include a variety of approaches at different airports so there are no surprises during your check ride. You should be comfortable and confident at all airports for all types of approaches within the LA basin area. After all, you will be flying friends and family to different airports under different weather conditions after you receive your IFR license.

SOMETIMES THE STRAIGHT LINE IS NOT THE BEST WAY TO GO - Submitted by HARRY LEICHER

Occasionally I get a few minutes to relax between flights. I get to listen in to instructional sessions, or look over the shoulder of a student doing some flight planning.

Maybe I'll learn something new. On the other hand, maybe I can help someone else out.

Looking over the shoulder of a student planning a solo cross-country, I saw the

highlighted line directly from LGB to F70. That's a fairly common student cross-country destination, just slightly over 50 n.m. from LGB. The line went over some fairly high hills, and right over a symbol, just south of Lake Elsinore, that looks like a magenta ice cream cone. I asked some questions. Pointing at the hills, I asked if that was a safe route. "It's 1,000 feet above the terrain at all points" was the response.

"And where are you going to land if the plane turns into a glider?" I asked. "Is there any place reasonable flat within gliding distance?"

A blank stare was all I saw.

I broke the spell by asking about the symbol. "Oh, that's the skydiving center."

"And what does that mean to you?"

"My instructor told me to make sure I'm getting flight following so SoCal Approach will keep me advised."

Good idea, but what if you hear "Unable VFR advisories, call back in 5 minutes?"

Another blank stare.

As long as I was sitting around between flights, I educated this pilot how to plan to stay within gliding distance of possible landing areas, and avoid a "close encounter of the last kind" with one of the skydivers (maybe me).

Then there was the pilot planning a VFR flight to Colorado. The airways were highlighted. The airways go over some pretty high, rugged, and desolate land. The entire chart was brown.

"How far from the VOR will you be able to receive the signal?" I was quoted the service volume from the AIM, so I asked about the mountains between the VOR and parts of the route. I opened the AFD (the ugly green book) and showed him that at the altitude he could fly he wouldn't receive the signal.

I then again asked the "glider" question. "There's a lot of areas that look flat" was the response.

So I asked "And how long will it take you to hike out?"

The "blank stare" again.

I took the time to show the pilot that by adding only about 30 miles to the trip the pilot could fly within gliding distance of a highway. At 120 kts., that's only an extra 15 minutes.

One of the advantages of an airplane is that you can go in a straight line. One of the disadvantages is that in case of a mechanical problem, or changing weather, you can't always pull off to the side of the road and call AAA. Blue Skies! Harry Leicher

SAFETY TIP OF THE MONTH Phil Barton

Every pilot I know loves to fly for that \$100 hamburger, or to fly to some distant location to catch that \$500 trout. Whatever the reason for your flight, you should, as pilot in command, ask the FSS briefer for any temporary flight restrictions (TFRs) along your flight. With the proliferation of these uncharted and unanticipated temporary flight restrictions (TFRs), it's even more critical to check notices to airmen as often as possible, including immediately before takeoff and en route. If a TFR is in the vicinity of your flight path, then it's a good idea to draw this area of restriction on your chart for easy visual display. If you fail to do this and inadvertently fly into a TFR, the FAA is fully prepared to take punitive action against you.

If you are involved in an FAA enforcement action, you could use the NASA's Aviation Safety Reporting System (ASRS) to file your report on the ARC Form 277B within 10 days of the flight in order to be able to use its benefits later. The program provides that if you are able to show that you filed the form within 10 days of the flight, the FAA will waive the imposition of a sanction against your certificate, even if the agency has evidence to show that you violated a federal aviation regulation.

In summary, make the extra effort in your preflight planning to learn of any NOTAMS that may affect your route of flight, especially TFRs. Learn about the ASRS program so that if anything occurs during one of your flights, you will be ready to file a report. Remember a proficient and knowledgeable pilot is one who never stops learning. Adios, and fly safely.

ACCOMPLISHMENTS

JOE KIRK	SOLO	C172	CFI CODY PIERCE
TRAVIS MACIEL	SOLO	WARRIOR	CFI DON MIKAMI
JONAH STEINBERG	SOLO	C152	CFI RICHARD GARNETT
JACOB DRAGOO	PRIVATE	C152	CFI RICHARD GARNETT
MICHAEL LINDSAY	PRIVATE	C172	CFI PAUL RAYMOND
RICHARD ARMITAGE	PRIVATE	C172	CFI JACK BASHFORD
MARK DAVIS	PRIVATE	WARRIOR	CFI RICHARD GARNETT
HYUN MAN SHIN	INSTRUMENT	C152	CFI JAESEONG OH
PAOLA MC NEASE	MULTI COMM	SEMINOLE	CFI HARRY LEICHER
HARRY LEICHER	APT	C172RG	CFI JAESEONG OH

CONGRATS to PAUL RAYMOND, top CLUB CFI for September, logging the most hours of dual given in club aircraft! Runner-ups were RICHARD GARNETT and JACK BASHFORD! TOP GUN AWARD goes to AXEL KOLLESBERGER for logging the most flight hours in club aircraft in September. Runners-up were SUNIL TANDON and THOMAS CLARKE!

EXCERPT: AOPA SAFETY FOUNDATION, SAFETY ADVISOR: FUEL AWARENESS.

<http://www.aopa.org/asf/publications/sal6.pdf>

Using tabular data, charts, or graphs, the POH shows fuel consumption for various power settings. This will give you some idea of what the fuel consumption will be, but remember: Fuel consumption figures are based on a properly leaned engine operating at a given power setting. Pilots who have a lot of experience with one airplane have a good idea what their fuel consumption will be, but until you get to know your airplane, we recommend that you add a gallon or two per hour to your fuel consumption estimate. One way to get to know your fuel consumption is to estimate how much fuel your airplane will take at each fuel stop. Comparing this estimate with what actually goes into the tank is an excellent way to develop fuel sense. Many pilots make a mental game out of this - seeing how close the fuel delivery is to their prediction. In flight, recalculate range and endurance hourly. Compare your range calculation with the distance to your destination to make sure you maintain an adequate fuel reserve. By recalculating range and endurance hourly, you are monitoring your fuel status and can make adjustments to your flight plan for unforecast winds, or weather deviations. Your GPS can be a valuable aid in managing fuel consumption. The GPS provides accurate information about ground speed and the associated time to destination, which are essential parameters for determining adequate fuel reserves. FAA regulations require a minimum fuel reserve for all operations but we recommend a more conservative approach. Pilots should never land with less than an hour of reserve fuel in their tanks. This does not mean searching for an airport when approaching the one-hour reserve. It means be on the ground. The bottom line? Of all GA accident causal factors, fuel ought to be the easiest to address. Safe Pilots - Safe Skies.

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 November 30th!

NEW LOANER CD: "Maneuvering Flight - Hazardous to Your Health?" by AOPA Air Safety Foundation and runs 53 minutes, is now available for check out.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to JOHN MAHANY, HARRY LEICHER and 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

<http://ourworld.compuserve.com/homepages/lbflyingclub/Archive/bulletin0610.htm>

6/14/2009

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

OCTOBER 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 October!

October 28-29: Edwards AFB, California, USA. Open House and Airshow with Thunderbirds display For additional information, contact: 661-277-3510; www.edwards.af.mil/openhouse; www.nellis.af.mil/thunderbirds.

October 29: Wings, Wheels, Rotors & Expo at Los Alamitos Army Airfield from 9am to 4pm. Military, civilian aircraft, 300 classic cars, live entertainment. Contact 714-821-6166.

November 4-5: Planes of Fame Air Museum, Chino, California, USA. Aviation Pioneers - featuring the Northrop N9MB Flying Wing. For additional information, contact: 909-597-3722, www.planesoffame.org

Nov 4-5: The March Field Air Museum, Van Buren Blvd, Riverside, California, USA.

Open Aircraft Day. For additional information, contact: 951-697-664, www.marchfield.org

November 9 through 11: MARK YOUR CALENDAR FOR AOPA EXPO 2006 in Palm Springs! Featuring hundreds of exhibits, more than 70 hours of seminars, dozens of aircraft on display, and the crowd-pleasing parade of planes, all at the Palm Springs Convention Center! Register today at (<http://www.aopa.org/epilot/redir.cfm?adid=9338>).

November 16: AirFlite Aviation, Long Beach Airport, Long Beach, California, USA. Business Aviation Regional Forum, Exhibition and Static Display. For additional information, contact: 562-490-6200, <http://web.nbaa.org>

November 29: Long Beach Flying Club CFI MEETING from 6:00 pm to 7:00 pm at LBFC.

NEW & REJOINED CLUB PILOTS	BIRTHDAYS
MICHAEL BENNETT	PHIL BARTON
ERWIN CLARKE	ANDREW BERNARDO
IKUO MAKINO	ANDREW BRESCINI
KAMEUE YOSHIHIRO	ERIC DALTON
LAMBERT YUEN	DUSTIN DUTCHER
JASON BURNS	DANIELLA EDEY
GARETH JOYCE	EVE FORD
STEPHEN JOYCE	ABEL GONZALEZ
JOHNNY LIN	ROGER GRETLER
MICHAEL VLADOIANU	PAUL HARFORD
SCOTT LAGER	DINGJIN HONG
KYUNG HWAN YOO	YOOCHANG JOO
TYLER DOKKEN	NICK LEE
JAMES GUROL	PAOLA MC NEASE
DEREK HOOD	CESAR MENDOZA
ERIK RADCLIFFE	ROBERT MUSCAT
STEPHEN QUINN	DONALD PARDEW
SATOSHI SAKAMAKI	DAVID PERRY
RENE FRANCO	ROB PIKE
AXEL KOLLESBERGER	CHRIS PINGEL
MARC RIBAS FORTUNET	JASON SCRIMPsher
	DAVID STARCKS
	ANDREW THOMPSON
	DONALD THOMPSON
	JON WELTE

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!