

LONG BEACH FLYING CLUB &amp; FLIGHT ACADEMY

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

NOVEMBER 2006 NEWSLETTER

**HAPPY THANKSGIVING!**visit us at <http://www.lbFlying.com/>email [club@LbFlying.com](mailto:club@LbFlying.com)

Teaching the world to fly!

With all the aircraft you need from the first hour to an airline job and everything in between!

**GOD BLESS AMERICA \* WE FLY WITH CARE... Now, more than ever**Editor: **Candace A. Robinson****EDITORIAL - WHAT'S UP?**

FOG! Recently an unforecast blanket of thick, murky fog quickly reduced visibility at LGB to 1/2 mile - at the end of a perfectly gorgeous day! As the flock scampered home, CFI Paul Raymond reported that just as he was getting ready to shoot the missed approach, Runway 30 appeared - right at IFR minimums! JetBlue subsequently missed the approach. Size isn't everything!

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 14th 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!

Your input to the operational evaluation of FAROS is important to decide the validity of this approach for improving safety. A pilot questionnaire is available by request:

[Richard.Simon@faa.gov](mailto:Richard.Simon@faa.gov).

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**100% ON THE WRITTEN DOES NOT GUARANTEE A SAFE FLIGHT!**

Submitted by HARRY LEICHER

Although a pilot has to be able to use the performance charts in the POH, the FAA Knowledge Test has probably led to more than one accident. The reason for this is that the questions on the test can lead to the belief that a pilot can calculate, with absolute certainty, the performance of the aircraft. That belief can lead the pilot to run out of fuel, or attempt a take off or landing on too short a runway. Here are some examples:

1. "Using a normal climb under the given conditions, how much time would be required to climb to a pressure altitude of 8,000 feet?

A - 4.8 minutes

B - 5 minutes

C- 5.5 minutes."

Come on now, do you really think that you can predict your climb time within 12 seconds? How do you define a "normal climb?" How accurate are your airspeed indicator and OAT gauge? Are there any updrafts or downdrafts?

2. "What is the maximum available flight time under the conditions stated?

A - 4 hours 58 minutes

B - 5 hours 7 minutes

C - 5 hours 12 minutes"

There is less than a 1/4 hr. spread between those answers. How sure are you of the exact amount of fuel in the tanks when you started? How perfectly do you lean in cruise?

3. "What is the total landing distance over a 50-foot obstacle?

A - 1,125 Feet

B - 1,250 feet

C - 1,325 feet"

Think about all the variables. Even if you have the airspeed "pegged" for the aircraft weight, is your airspeed indicator perfectly accurate? Did you consider that the ATIS can be an hour old, and there could have been a significant change in the winds? What is the condition of the runway and its slope, if any?

I can find many more examples, but you get the idea. A good pilot realizes that the FAA Knowledge Test only determines how well you can interpret and use the charts, not the actual performance of a given airplane/pilot combination on a given day. An important part of your flight training experience has to be to determine the "fudge factor" YOU need to operate safely.

There are some exercises a pilot can do to better estimate the performance of a given

plane, the way it is flown by that pilot.

One good exercise most pilots do not get to do during primary training is to plan and fly a cross country flight that is long enough to require one or more fuel stops. This will be long enough to reduce the errors caused by not having the exact amount of fuel at start up you thought you had. You don't know how much below "full" you are when the level is 1/2 inch below overflowing. If the plane is not "topped off" before departure, use a calibrated dip stick to estimate the fuel on board. When the flight is completed, verify the remaining fuel, again either by topping off the tanks, or using a dip stick. This will allow you to calculate the fuel consumption of that plane, the way YOU fly it. Compare that to the "book" value, and plan your flights, including reserve fuel available, based on YOUR fuel consumption. Include at least segment that will allow an unrestricted climb to cruise altitude. Compare the time and distance to climb with the figures in the POH, and determine the fudge factor you should use when planning a flight that requires a climb to a certain altitude.

Although we rarely operate off runways less than twice the required take off or landing over a 50 ft. obstacle distances of our Skyhawks or Cherokees, it would be a good exercise to have a passenger in the plane closely observe how much runway you actually use on your normal take off roll, and climb to 50 feet above the takeoff elevation. For landing distance, keep in mind that most VASI installations have you cross the threshold at about 50 feet AGL. Make a few landings on which you stay on glide slope until crossing the threshold, and see how much runway YOU take to bring the plane to a stop with only moderate braking. Compare these distances with the POH figures to find the fudge factor that will allow you to determine the minimum runway required for comfortable take offs and landings.

When going over an aircraft checkout form after a pilot has accurately followed the instructions and notes on the performance chart, I ask "Would you really take off or land on a runway that size?" or "Would you really plan a flight going that far without refueling?" If the answer is "Yes," I'm hesitant to hand over the keys. Blue Skies!

Harry

#### SAFETY TIP OF THE MONTH

Phil Barton

The next time you step into your beautiful airplane to go flying, check to see if you have a fire extinguisher on board, and make sure it is located within easy reach in case you need it. Hopefully, you will never have to use it, but why wait until you have a need for it and find out, to your dismay, that there isn't one in the cockpit. But which extinguisher should you have?

In a sealed cabin you will have to breathe whatever you release to put out the fire. You will need an extinguisher that handles Class A, B, and C fires. Class A fires are combustible solids such as wood, fiberglass, cloth, etc. Class B fires are flammable liquids such as gasoline, diesel, etc. Class C fires are electrical. A Halon fire extinguisher will handle all three classes of fires. Halon is extremely stable, non-corrosive and does not react with water, making it a good material for fire suppression.

The process of combustion is the chemical reaction of oxygen, fuel and heat. Water extinguishes fire by cooling. CO2 extinguishes fire by smothering, which removes oxygen. Halon, however, cools and smothers a fire, but in addition, it chemically interferes with the combustion process by breaking up its complex chemical reaction. This added chemical interference is the reason Halon works so quickly and effectively on fires.

Currently it is unlawful to newly manufacture any Halon blend. Existing stores of Halon blends are not affected by the ban. An exemption is provided for Halon blends manufactured solely for the purpose of aviation fire protection.

Halon fire extinguishers for aircraft can be found at Sporty's Pilot Shop in Batavia, Ohio, ([www.sportys.com](http://www.sportys.com), 800/543-8633) and at Aircraft Spruce and Specialty, Corona, Ca. ([www.aircraftspruce.com](http://www.aircraftspruce.com), 877/477-7823).

Remember, check out your fire extinguisher for type and location in the airplane. Adios, and fly safely.

#### REVIEW OF THE HOLIDAY AND WINTER OFFICE HOURS

8:30 AM to 2 PM	Wednesday, November 22, 2006	Thanksgiving Eve
Closed	Thursday, November 23, 2006	Thanksgiving Day
8:30 AM to 2 PM	Sunday, December 24, 2006	Christmas Eve
Closed	Monday, December 25, 2006	Christmas Day
8:30 AM to 2 PM	Sunday, December 31, 2006	New Year's Eve
Closed	Monday, January 1, 2007	New Year's Day

ACCOMPLISHMENTS

STACY OCONNER	SOLO	C152	CFI RICHARD GARNETT
ROB JAMPLIS	SOLO	C152	CFI JACK BASHFORD
EVE FORD	SOLO	C152	CFI CODY PIERCE
MIKE SIMS	SOLO	C152	CFI CODY PIERCE
BILL LYNCH	SOLO	C172	CFI CODY PIERCE
CESAR MENDOZA	SOLO	C172	CFI JACK BASHFORD
RON HECTOR	SOLO	WARRIOR	CFI JACK BASHFORD
SCOTT LAGER	SOLO	C152	CFI PAUL RAYMOND
TOM POCHIS	SOLO	C152	CFI RICHARD GARNETT
JOHNNY LIN	SOLO	C152	CFI CODY PIERCE
NICK LEE	SOLO	C152	CFI CODY PIERCE
JULIE GISSEL	PRIVATE	C172	CFI RICHARD GARNETT
JEAN GURNEE	PRIVATE	BE-23	CFI JACK BASHFORD
KYUNG HUN YU	PRIVATE	C152	CFI MIKE SEYMOUR
JESS CORTEZ	PRIVATE	C172	CFI JACK BASHFORD
THOMAS DAVIDSON	INSTRUMENT	C172	CFI JAESEONG OH
RIN HONDA	INSTRUMENT	WARRIOR	CFI JAESEONG OH
TIM DEROSE	INSTRUMENT	C172	CFI RICHARD GARNETT
COBUS LOUW	INST/MULTI	SEMINOLE	CFI JAESEONG OH
WUK JUNG	COMM/MULTI	SEMINOLE	CFI JAESEONG OH
ERIK DEGERNES	COMM/MULTI	SEMINOLE	CFI JAESEONG OH
JONGSIN SUN	MULTI RATING	SEMINOLE	CFI JAESEONG OH
JOHN CAREY	APT	C152	CFI JAESEONG OH

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

**NOTAM:** Happy 26th anniversary -- November 15, 2006 marks Candy's twenty-sixth year here at the club!!! Also, believe it or not, October 27th marked our seventh year in our new building!

**NEW LOANER DVD:** "Single Pilot IFR", by AOPA Air Safety Foundation and runs 31 minutes, is now available for check out. The film addresses the ways a single pilot flying IFR can cope more effectively, while lowering stress and workload. Learn what cockpit resource management means to the general aviation pilot.

**NOTAM:** Cody Pierce has set up a slide show from AXEL KOLLESBERGER's trip last month in N3048E: [http://www.flypierce.com/students\\_axel/index.html](http://www.flypierce.com/students_axel/index.html).

**EMAILED:** Dear Candy, Unfortunately I am no longer in the LA area and won't have a chance to fly with you unless I move back there some day. I attended Navy IFS there under JOE SIMMONS' instruction, and just received my wings last week. I wanted to thank you very much for working with the Navy on my initial training. Flying N3048E was a blast and I really enjoyed the atmosphere and people that were a part of LBFC. I'm getting transferred to HSM-41 at North Island in San Diego to fly the new MH-60R, so I may find myself in your neck of the woods. Thanks again!!! Best Regards, **TRAVIS WANDELL**

**EMAILED:** I guess we know where Boeing test pilots stand on the [crosswind] controversy. Checkout: <http://video.google.com/videoplay?docid=-2498234148335857479&q=crosswind+777&hl=en>. Dan Villani

**NOTAM:** Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to 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 your address to [club@lbFlying.com](mailto: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!!!

## Calendar

**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.

**December 14:** COME TO THE CLUB CHRISTMAS HOLIDAY BUFFET -- 1:00 here at LBFC.

**January 31:** 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
MARK CRAPNELL	KAMAL ABOUBI
YAO YUEN WAN	GREG BELOIT
ROBERT VANLANDINGHAM	BENNY BENSON
PRYA HANSON	ADRIAN BERNHAUSER
VIC CIMARUSTI	DALE CHOPPIN
HO SOUNG LEE	ERIC EDIGER
LOU WARDE	CARLOS FLORES
SCOTT GORDON	JOHN GOLSTON
PETER JACKSON	EFRAIN GONZALEZ
SARAH WALTER	LEONCIO JUADALSO
RYAN KAM	DELANO MELIKIAN
	KURT MOELLER
	SCOTT RAMEY
	ROBERT RUCHHOFT
	MICHAEL SIMS
	HANK SMITH
	DAVID THOMPSON
	RONALD WARREN
	WAYNE WELCH

### 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](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!