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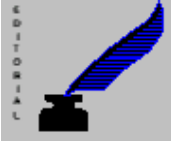


*Teaching the world to fly!
With all the aircraft you need from the first flight hour to an airline job and everything in between!*

OCTOBER 2009

HAPPY HALLOWEEN!

EDITOR CANDY ROBINSON



WHAT'S UP? TAXI SAVVY

An old, bold adage attests that a taildragger doesn't quit flying until it's pushed back and tied down. Actually the same is true for conventional tricycle-gear aircraft. From the time an aircraft is untied and unchocked until it is again secured post-flight, the pilot is responsible to control each and every movement that aircraft makes. Indeed, our airplanes cannot make a single move without pilot input!

What does a taxiway, ramp or taxilane centerline guarantee you in terms of clearing ground obstacles? Nothing! The pilot is in charge of assuring tips and tails have adequate maneuvering room, whether using a towbar or rudder pedals to steer.

Exercise superior care when ground handling the aircraft and you'll have superior results at the end of the day.

JUST A REMINDER — Daylight savings ends on Sunday, November 1 at 2 a.m. Don't get caught by earlier nightfall ... Don't ignore the challenges of flying in the dark. To brush up, check out the following links:

- AOPA Air Safety Foundation's Safety: Flying Night http://www.aopa.org/asf/hotspot/night_vfr.html
- AOPA's Night Flying Report <http://www.aopa.org/members/files/topics/night.html>
- AOPA's Beware of the Dark Side <http://www.aopa.org/asf/asfarticles/2004/sp0407.html>

DON'T FORGET TO ASK FOR THE 16'S WHEN THE WIND IS OUT OF THE SOUTH!

SAVE THOUSANDS ON FLIGHT TRAINING (PART 2 OF 6) BY RYAN DAVIS

Last month I had mentioned a few things about how becoming a pilot takes a lot of work, and most people at the start of their training don't realize that fact. Take your training seriously. Treat every lesson and every study assignment as a valuable lesson that could potentially save your life, your passengers life's, and an airplane from disaster.

Assignments. Before your first lesson and after each and every lesson your instructor needs to give you a study assignment, if he/she forgets, it's your responsibility to remind them. An assignment can consist of many different tasks such as readings, videos, or flight simulator exercises, but don't stop there. While you're reading, watching, or flight simming write down all the questions that pop into your mind along the way. When you come to your instructor with questions this shows that not only did you do your assignment but it also shows your desire to learn more. I personally love being asked the questions instead of asking them. Questions allow the instructor and student to focus in on the areas that need work, rather than having the instructor talk about topics that the student is already informed on. Better efficiency equals less money spent and a more pleasurable training experience. For your reading assignments, you should be reading a section that relates to the next ground lesson and be studying the next flight maneuver, and you also should be skimming over the previous reading to ensure you fully understand the concepts. If you neglect to comprehend a topic, I guarantee it will come up on a stage check / check ride. Not only should the possibility of showing your lack of knowledge during an exam be motivating enough, but if you don't understand the basics how are you to understand the more advanced material. Example, if you don't understand the different forms of drag, how will you understand what actually happens during ground effect, and if you don't know about ground effect, how will you nail those short field landings, and then how will you pass you exam? I hope you see my point.

Using many learning sources. Books are sufficient, but can be supplemented with videos, attending AOPA seminars, and utilizing the flight simulator. As for the books I prefer to use Jeppesen books. Jeppesen takes on a multi directional teaching approach. The book will explain the topic in text which is supplemented with pictures, then gives a story that relates to the topic, while emphasizing the answers that will be on the written exam, and at the end of each section there is a review which is followed up with questions. Other good books are published by Rod Machado and the FAA. I have heard great comments about Rod Machado, and how his incorporated humor really makes the readings enjoyable. As for the FAA books, you're getting your certificate / rating from the FAA so you should be familiar with how they present their information, but at same time, Jeppesen and other publishers take what is in the FAA's books and presents it in an easier to read fashion. The one FAA book I do like to use is the Airplane Flying Handbook. This book illustrates all the flight maneuvers that are needed to be performed for various certificates and ratings.

On top of reading, watching videos are a great way to take a break from that 300 page book. I like Jeppesen's videos, but if you pick up a Sporty's catalog you can see many companies who have published training videos as well. The videos are not only a nice break from the book but they also provide you a different perspective on the topics that are covered during your training. The videos are also very helpful when it comes to seeing what actually happens during maneuvers from outside the airplane. The videos will allow you to see how the maneuvers done prior to doing it in an actual airplane.

Next month I'll go into the great importance of Microsoft's flight simulator.

Ryan Davis (CFI / CFII / MEI), cfi-training.com, yourflightinstructor.com, acceleratedflightacademy.com, (949) 412-3241

CLASSROOM CORNER HANK SMITH



HANK SMITH'S CLASSROOM CORNER

Nodding the head does not row the boat. ————— Irish Proverb

OK We all agree -Ground School is good, but real Flying is gooder!! We see the value in ground study, but it lacks the intensity of hands-on learning in the cockpit. We visualize ground school as, well, --- School. Classroom dull with no excitement or fun. Boy! Have I got news for you..... First off - The subject matter is way more interesting than classrooms you may remember. Things like... "What makes an airplane fly?" -or- "Why is there weather?" -or- "Where does our flatus go?" Yep -There's a whole new world of aviation knowledge out there, or should I say, "In here". Secondly -- Let's put this "Pilot" concept in context. Piloting an airplane is "Knowledge Applied." Acquiring that necessary knowledge is made possible through you guessed it Ground School. Students: don't miss a single exciting class -- sign up now for Private Pilot Ground School (meets Tuesday and Thursday evenings- 6:30 to 9:30 PM). Pilots: enhance your knowledge -- revisit your "favorite" subjects (class schedule posted on Classroom Corner Whiteboard). Got a question? Just ask me. I know quite a bit about this stuff Hank (562) 424-2288

ACCOMPLISHMENTS

Jung Soo Kim	Solo	C-152	CFI David Kim
Pratik Pawar	Commercial	C-172RG	CFI Ryan Davis
Kenneth Perrera	Commercial Multi	Seminole	CFI Richard Garnett



CONGRATS to MYEONG KIM, top CLUB CFI for September, logging the most hours of dual given in club aircraft! Runners-up were RYAN DAVIS and RICHARD GARNETT! TOP GUN AWARD goes to JIHWAN PARK for logging the most flight hours in club aircraft in September. Runners-up were JIN TAE PARK and JESUS PERALES !!!

ONE YEAR LATER submitted by PAOLA URQUIJO

Dear Friends, This is a brief summary of a story I like to share with fellow pilots and students, who have made incredible efforts to accomplish the dream of flying.

A year ago I had a job I didn't like, which didn't give me any satisfaction or sense of accomplishment. Back in September, I was finally able to apply to my first major airline job as F/O for Avianca Airlines, based in my country, Colombia. I knew they were hiring people right out of flight training, so that I got prepared and on my way I went.

As I was preparing for the hiring process, my mentor, CFI and friend Harry Leicher was dedicating all his available time and effort to help me. Five days before I went for my interview and sim test, I was informed that he had died in a fatal accident while skydiving; I recall that as one of the saddest days of my life... one year later, I dedicate these words to him with the intention of honoring his memory and legacy.

My name is Paola Urquijo, I am a proud First Officer for Avianca Airlines and have been flying a Fokker 50 in Colombia for the last six months.

It has been a long road to get all the way here. First for the hiring process I was tested in several written exams, flight simulator, psychological and medical tests, language skills, polygraph and even a swimming test! After two months of being extensively analyzed, I finally got hired with 7 more guys from a total of 200 applicants. I became then a student copilot, which meant a symbolic pay and lots of study where the minimum score was 80% (tests would take place almost every day).

My training consisted on a month of ground school, which included not only all the aircraft's systems but also company's rules and local regulations. After having learned all buttons, switches, systems, limitations, etc... I was sent on several flights as observer and two weeks later I was on my way to Stockholm, where the flight simulator training took place. The hard part of training was yet to come. I spent 16 sessions of 4 hours each jumping thru the hoops and drinking from a fire hose. Some days were really good and some others absolutely challenging and overall productive. The schedules were crazy and sometimes we would start at 1am. After the final check ride, we headed back home for the line tests, after 54 hours I was finally done! There I was, receiving my epilatees from the check airman as we were approaching into Bogota airport.

So far I have built valuable knowledge and experience, flying in challenging weather conditions, and airports that are unique, located at high density altitudes like 8300' in very mountainous areas, 3000' runways, winds from three different directions and speeds on the same runway, 17000' MEA's and NDB approaches under thunderstorms.

Very often as I sit in the cockpit staring at the beauty of the earth, I think about Harry and feel his presence next to me. I know he's proud of me and he goes everywhere I fly, because his lead and training will always be in me. God bless Him!

So I can only say, keep up all the good work, focus on your goal, be the best you can and never, never, ever stop dreaming about touching the big BLUE SKIES.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, PAOLA URQUIJO and RYAN DAVIS for the help with this newsletter!

CONGRATS in order on the upcoming nuptials of Richard Armitage and fiancé Becs! Emailed: "Things are going very well for us back in the UK. I'm doing lots of flying with Flybe and have logged almost 1100 hours total time now. Becs has a new job here and although it's not as good as her last job in Las Vegas it is only a short 15minutes drive to the office from our new house near Manchester Airport. Our Biggest problem is the rainy British weather, we're yearning for some California rays! I hope that everything is well with you and the rest of the club. Love and Best Wishes, Richard and Becs"

Oct 17:	Fly-In to the infamous Flo's Restaurant and then a short walk to the "Planes of Fame Air Museum". Meet at 8:00 AM at the club, launch at 9:00 AM. Contact: Richard 714.328.4386.
C	Oct 28: 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!
A	Nov 1: Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org.
L	Nov 8: Chino Monthly Event includes seminars and, weather permitting and whenever possible, flight demonstrations by appropriate aircraft. Seminars start at about 10am and last till about 2pm and occur on the first Saturday of every month. Contact 909.597.3722
E	Nov 18: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for inspiration and education!
N	Nov 21: Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org.
D	
A	
R	

NEW & REJOINED CLUB PILOTS! WELCOME!



- HAROLD AMRUTHKUMAR
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- EUGENIO GONZALEZ
- ROBERT GRIGGS
- CLIFFORD HALDEMAN
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- RON MASSEY
- MERRITT MYLES
- DEVON OLSEN
- PETER SPENNATO
- RUSSELL TALBOT
- PETE VEAL
- MARK WILSON

Long Beach Flying Club & Flight Academy is on FACEBOOK!

This is the OFFICIAL facebook site for the Long Beach Flying Club & Flight Academy. Open to all flying club members, alumni, friends and family interested in General Aviation.



HAPPY OCTOBER BIRTHDAYS

- BRYAN AY
- PHILLIPS E. BARTON
- ANDREW BRESCINI
- CRAYA CARON
- CHRISTOPHER CHADWICK
- ERIC DALTON
- MARK DUNN
- DARIUS FATAKIA
- ERIC GEIER
- PAUL HARFORD
- JOSEPH HUNTER
- JUNG SOO KIM
- SHAWN KRUMWIED
- STEVEN MICHAEL LEE
- LESLIE MACHADO
- DONALD PARDEW
- JIHWAN PARK
- LUIS PENA
- KENNETH PERERA
- DAVID C. PERRY
- CHRISTOPHER PICARDI
- CHAK REDDY
- DAVID SCHOONOVER
- JOHN SKIBO
- ERNESTO TORRES LEON
- FRANK ZIPFEL



My name is Paola Urquijo, I am a proud First Officer for Avianca Airlines and have been flying a Fokker 50 in Colombia for the last six months.



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We stock a host of aviation books, shirts, charts, and other pilot supplies, along with aviation-themed Christmas tree ornaments, mugs, clocks, . you name it!

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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.

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