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# LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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

NOVEMBER 2006 NEWSLETTER

HAPPY THANKSGIVING!

EDITOR CANDY ROBINSON

EDITORIAL



**WHAT'S UP? FOG!** Recently an unforecast blanket of thick, murky fog quickly reduced visibility at LGB to ½ 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).

## 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 ½ 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 you 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.

# NOVEMBER 2006 NEWSLETTER

## ACCOMPLISHMENTS

STACY O'CONNOR	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!

### 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

**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 [www.pilotfinance.com](http://www.pilotfinance.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:** 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).

**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.

**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

**CONGRATS** to RICHARD GARNETT, top **CLUB CFI** for October, logging the most hours of dual given in club aircraft! Runner-ups were RICHARD GARNETT and PAUL RAYMOND! **TOP GUN AWARD** goes to RENE GARCIA for logging the most flight hours in club aircraft in October. Runners-up were SUTOSHI SAKAMAKI and SCOTT LAGER!



### NEW & REJOINED CLUB PILOTS! WELCOME!



*MARK CRAPNELL*

*YAO YUEN WAN*

*ROBERT VANLANDINGHAM*

*PRYA HANSON*

*VIC CIMARUSTI*

*HO SOUNG LEE*

*LOU WARDE*

*SCOTT GORDON*

*PETER JACKSON*

*SARAH WALTER*

*RYAN KAM*

*NICHOLAS TAYLOR*

## HAPPY NOVEMBER BIRTHDAYS



*KAMAL ABOUBI  
GREG BELOIT  
BENNY BENSON  
ADRIAN BERNHAUSER  
DALE CHOPPIN  
ERIC EDIGER  
CARLOS FLORES  
JOHN GOLSTON  
EFRAIN GONZALEZ  
LEONCIO JUADALSO  
DELANO MELIKIAN  
KURT MOELLER  
SCOTT RAMEY  
ROBERT RUCHHOFT  
MICHAEL SIMS  
HANK SMITH  
DAVID THOMPSON  
RONALD WARREN  
WAYNE WELCH*

**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!**