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OCTOBER 2008 NEWSLETTER

H - A - L - L - O - W - E - E - N

EDITOR CANDY ROBINSON

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IN MEMORIA — The club mourns the passing of HAROLD FREDERICK LEICHER on October 11, 2008 in a skydiving incident at Perris Valley Skydiving Center. Details are not official yet, but it appears that during a 31-way formation dive Harry experienced a hard opening on his 190 Spectre parachute that may have knocked him out. One brake was found to be unstowed. No further details are available at this time. Harry had logged over 5,600 jumps.

The news spread rapidly on October 11th, coincidentally the 39th anniversary of his first jump. Skydivers from all over the world quickly began sharing their memories of our highly regarded colleague and his contributions to skydiving and aviation in general. One blogger shared, "Harry would be the last person you'd think would go in. He apparently did everything right. He turned 60 about two weeks ago and proudly wore his SOS shirt that day." SOS stands for Skydivers Over Sixty.

Harry was a multi-engine ATP pilot, with single-engine Commercial privileges, and a single-engine, multi-engine and instrument airplane flight instructor. He was also active in several skydiving and piloting associations, including: POPS (Parachutists Over Phorty Society), United States Parachute Association, Long Beach Airport Association and the Experimental Aircraft Association, and wrote articles for many aviation newsletters, including Long Beach Flying Club.

He was selected as 2004 CFI of the Year, not only from Long Beach FSDO but also from the FAA Western Pacific Region.

Harry was a consummate pilot. One of his favorite sayings was, "If the pilot makes a mistake, the PILOT dies and if the controller makes a mistake the PILOT dies." He went on to explain, "If the controller tells you to do something, which you see may put you or others in danger, you can say NO, and break that chain. This may mean going around, for example, instead of switching runways when a landing airplane takes too much time getting off the runway. If you feel you're too close to touchdown to make the change safely, you can say so and go around."

His profile for our lobby sign summarized his life and his philosophy, "Trained at Long Beach Airport. As a child, saw a production of Peter Pan, decided wanted to fly and not grow up; strive to give each student the best value for each dollar spent on training; has learned many 'tricks of the trade' over the years, and passes them on to students so they can fly with 'relaxed precision'; managing the pilot's workload during a flight is of prime importance, as a reduced workload makes for a safer flight. Master CFI 2003 to present, CFI of the Year 2004.

In addition to being a fine aviator, Harry was quite a character.

He married his wife at the Lost Prairie drop zone: the first part of the ceremony took place in free fall, officiated by fellow skydiver "Mad John" Dobleman, with the reception at the aviation-themed Lang Creek Brewery. His wife was under pressure because, before exiting the aircraft, Mad John told her that if she went low, the wedding was off. Anyway, she docked in time and they celebrated by drinking a lot of "Skydiver Blond" beer.

Harry used to bring his scrap book by the club, filled to the brim with a ton of shots of skydiving memories - including a formation dive with less-than-fully-clothed jumpers.

Harry wrote about his first solo May 1, 1978 in N714GF, "I can remember singing to myself the words from Carl Boenish's 1977 film 'Wings' (a skydiving film):
Give me wings so I can fly
Touch the clouds and touch the sky
Give me wings so I can fly away from the world and all its troubles
I am free, now that I've found my wings."

He is survived by his wife, Janna, and scores of family members and friends. We will always appreciate his contributions to the club and trust that he's gone on to his famous Blue Skies. We'll miss you, Harry...

LEANING PROCEDURES: WHY LEAN? Submitted by Hank Smith

Avco-Lycoming position on leaning: Improves engine efficiency, Greater fuel economy, Smoother engine operation, Longer spark plug life, Less fouling of plugs. From the pilot's point of view: We lean for efficiency, economy, and proficiency.

When lean?

- Above 3000 ft. density altitude @ 75% or less power; level; at cruise power setting. (If in a sustained climb, above 5000 ft. density altitude).
- The leaning process is purpose driven:
- Do you want high speed or reduced flight time to destination? (Best power range).
- Do you want greater range or fuel economy? (Best economy range).
- Mostly - pilots just want to gain the most efficiency without hurting the engine.

How to lean: The universal reference for the leaning process is peak, depending on how your airplane is equipped.

- Peak Exhaust Gas Temperature (EGT)
- Peak Cylinder Head Temperature (CHT)
- Peak (maximum) Revolutions Per Minute (RPM)

(Additional terms - Rich of Peak =ROP - Lean of Peak =LOP)

Best Power Range - Location;

EGT... 100 to 150 degrees (F) - ROP

CHT... 10 to 20 degrees (F) - ROP

RPM... just slightly - ROP

Best Economy Range - Location;

EGT... from 25 degrees ROP to 50 degrees LOP

CHT... from Peak to 20 degrees LOP

RPM... just slightly - LOP

cont. on page 2

CLASSROOM CORNER HANK SMITH



**HANK
SMITH'S
CLASSROOM
CORNER**

Kenneth D. Gangel said, "It takes at least a couple of decades to realize that you were well taught. All true education is a delayed-action bomb assembled in the classroom for explosion at a later date. An educational fuse of 50 years long is by no means unusual."

What? You mean to say that we actually learn important "stuff" in the classroom? Pulling 2 G's in a turn or slipping to a "perfect" crosswind landing is exhilarating and fulfilling, but where did the knowledge come from to apply those skills? Duh... (I'm selling classrooms here). Before every precise, heroic, or "save-the-day" pilot action, has come years of study, thought, and understanding provided by the classroom environment. The best pilots are the most knowledgeable pilots. Where does it all start? How about Private Pilot Ground School?

Our current Private Pilot Ground School started Tuesday, September 30th. (There's still time to jump in), and will continue until Thursday, November 20th. Good News! We will continue our "continuous" ground school by starting all over again the next Tuesday evening. Schedules are available at the dispatch counter and answers to all your questions are in my office (with me).

Students and Instructors- I'll be happy to help you prepare for that upcoming check-ride with a "Pre Check-Ride Evaluation". Give me a call.... (562) 424-2288

"You are never given a wish without also being given the power to make it come true."..... Richard Bach, Writer

ACCOMPLISHMENTS

ALAN ORLALE	SOLO	C152	CFI RYAN DAVIS
SAM RAYMOND	SOLO	C152	CFI CODY PIERCE
SANTIAGO SARABIA	COMM SEL	C172RG	CFI CODY PIERCE



CONGRATS to RICHARD GARNETT, top CLUB CFI for September, logging the most hours of dual given in club aircraft! Runners-up were DANIEL SANTOS and RYAN DAVIS!
 TOP GUN AWARD goes to MARTIN CROFT for logging the most flight hours in club aircraft in September. Runners-up were CHANGMIN SON and KEUN HONG!!!
 ALUMNI UPDATE: United Air Lines Captain Julio Zamarripa (club pilot 1994 - 1995) has moved from the 737 to the Airbus A320.

Cont. from Page 1)

Rules of thumb:

- Leaning your engine should not be rushed. Work slowly-take your time
- Both Power and Economy are Ranges. They are not finite. The difference in engine power output from the extreme edges of both ranges is less than 10%, but the difference in fuel consumption is much greater.
- If you experience engine roughness, you have leaned too much. You have not damaged the engine. Simply richen the mixture very slightly to restore smooth operation.

Fail Safe Rule of Thumb:

- When in Doubt - Lean to Maximum RPM with smooth engine operation. You will be inside or very close to the Economy Range.
- Remember to consider "mixture" anytime you intend to change altitude or power setting.
- Ground Leaning: You will not harm your engine by leaning during ground operations. Just be sure to remember that "mixture" must be properly set prior to take off.

Now you are ready to be a "lean, mean, flying machine"Hank Smith

SAFETY TIP OF THE MONTH by Phil Barton

How should a pilot lean his aircraft at cruise? Well, there are a couple of ways to do it depending on the type of aircraft you are flying (fixed pitch or constant speed prop) and if it has an EGT.

For a simple fixed-pitch propeller aircraft, use the tachometer. Set the power desired and increase the throttle friction so it won't creep. Now, lean the mixture gradually and watch the tach reading rise to a peak. At peak RPM, the engine is operating within the maximum power range. Continuing to lean the mixture will cause the RPM to fall and the engine to run rough. You can feel it and see it. Enrich the mixture sufficiently to obtain a smoothly firing engine. You are now operating in the "best economy" range. While this tachometer method will work fine for a fixed-pitch prop, mixture setting for all engine-prop combinations will benefit from an exhaust gas temperature (EGT) indicator.

The EGT system is an excellent aid to use. The indicator operates from a temperature probe in the exhaust system. If a single probe is used, it measures the temperature of the exhaust gas either from the leanest cylinder or from the cluster of cylinders on one side of the engine. Multiple probe systems have a sensor for each cylinder located in the exhaust riser just beyond the cylinder exhaust port. No matter what system you use, just remember that the PEAK is the key to the EGT method of mixture control. If we start on the rich side of our mixture and lean, the exhaust gas temperature will rise, peak, and then fall. The mixture ratio at the peak point is when all the air and all the fuel are consumed. Maximum range is achieved at this point.

Maximum power is obtained by enriching the mixture approximately 50 to 100 degrees Fahrenheit. This results in maximum airspeed at the power setting selected. The excess fuel in the enriched mixture also gives cooler cylinder head temperature and compensates for uneven mixture distribution.

I have experimented several times with my airplane (Cessna 182 TRG) and found out a really simple way to obtain the mixture I want. I just reduce the mixture until the engine runs a little rough, and I then enrich the mixture by three half turns on the mixture control. I then glance at the EGT and my fuel flow rate indicator to make sure they are about where they should be. So far, this method has worked beautifully for 26 years.

If you are uncertain on how to lean your plane, follow the aircraft's POH instructions since there are different instructions for different engine/airframe combinations. Adios, and fly safely.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH and PHIL BARTON for the help with this newsletter!
HEADS UP FROM FULLERTON AIRPORT: The KFI antenna is up but not operating, at an estimated 830 feet MSL. There is still some construction equipment attached to the top of the antenna. When construction is completed it will top out at 730 MSL. The obstruction symbol will be published on the December edition of the LA Terminal Area Chart.
EMAILED: Hi. I created a new group for LBFC members and alumni on Facebook.com. We can share videos, pictures, and club management can publish news, price lists, flying tips etc online with ease. We can thus use Facebook to promote LBFC and share our passion for flying with others. This group should also make it easy to arrange ride sharing of finding safety pilots. Cheers, Maxim Senin, msenin@business.com.

Oct 20:	"Hot Spots in the LA Basin & How to Avoid Them," a practical overview showing areas of potential conflicting traffic and how to avoid them. With special emphasis for pilots flying to/from TOA, HHR, Compton and LGB, how typical flight paths in the South Bay can lead you into areas of high risk and how to avoid them in the future. 7:00 PM, Torrance Airport. http://www.faasafety.gov/SPANS/event_details .
C A L E N D A R	Oct 29: 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 -- sandwiches, fruit and dessert will be served! This meeting will count toward CFI credit for October!
Nov. 1:	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
Nov. 1:	Jacqueline Cochran Air Show, Thermal, CA. Free! Pancake breakfast, aerobatics, jets, more. 1-877-EDA-2AIR, www.JacquelineCochranAirshow.org .
Nov 2:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org .
Nov. 6-8	Nov. 6-8: AOPA Annual Convention, San Jose, CA. www.aopa.org/expo/register or call 1-888-462-3976.
Nov. 8:	Veterans Day Celebration, Flabob Airport, Riverside, CA. Free, vet's parade, bands, SOS, warbirds, vintage planes and more. (951) 683-2309 ex. 104.
Nov. 15-16:	Wings Over Long Beach, LGB Aerospace Exhibition and Job Fair in conjunction with Air Force Week and the celebration of the 85th anniversary of Long Beach Airport. Aviation and Space technology will be on public display. Tours of aircraft, flight schools, airlines and more will be available. From 9am to 4pm. Tickets \$10, under 3 free, parking \$5. www.wingsoverlongbeach.com .

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HAPPY OCTOBER BIRTHDAYS

- ASADA ISAO
- PHIL BARTON
- WALTER BENCH
- ANDREW BRESCINI
- CRAYA CARON
- MARKUC CERNY
- JAMES CHEN
- ERIC DALTON
- MARK DUNN
- DARIUS FATAKIA
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- DAVID PERRY
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HAROLD FREDERICK LEICHER
September 19, 1948 - October 11, 2008



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