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MAY 2009 NEWSLETTER

HAPPY MOTHER'S DAY!!

EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP? Know What You Don't Need To Know

Getting ready for a checkride? The amount of material a pilot is responsible to know might look impossible, but two publications chunk it down to a manageable, finite task: the Practical Test Standards (PTS) and the Oral Exam Guide. You can purchase both and get change back from a \$20 bill.

The power of the Practical Test Standards is spelled out in the forward, "The Flight Standards Service of the Federal Aviation Administration (FAA) has developed this practical test book as the standard that *shall* be used by FAA inspectors and designated pilot examiners when conducting ... practical tests." Notice the word "shall" in the sentence (my italics)? That indicates that the FAA directive is mandatory. We have heard of inspectors or examiners have their "pet" questions to ask during the oral portion of the practical tests. The names of the airframe rivets or the name of the mooring ring (aka tiedown ring/eye bolt) are not part of the standard that *shall* be used for a practical test. Each PTS cites the sources used—the list is daunting but finite.

Of the practical test questions, for 10% to 15%, in theory, can be answered without penalty, "I don't know the answer but I know where to find it." And then be able to locate it in your resource materials -- if you know the answer won't be found there, perhaps it bears asking where the answer might be found. "That subject isn't covered in the PTS, but I would be interested in finding out." Know what you need to know but also know what you don't need to know.

FROM THE LOGBOOK: IT'S NOT MY FAULT! A PSYCHIATRIST TOLD ME SO! Submitted by James Trusty

I flew with a doctor/pilot recently and did not feel he was in total control of the airplane at any time. According to him, it is normal for humans to forget a particular skill stored in their memory bank if they go too long without using that skill. So there! If he seemed to be a little behind the power curve when he took his Flight Review and Instrument Proficiency Check, it was simply because he had logged less than 10 hours in the past twelve months. This was his excuse.

He arrived at this conclusion after talking to a friend of his who has made an exhaustive study of the human mind, so much so that he now makes a living as a Psychiatrist. I talked with that friend at length about this theory and now believe that he is not all wrong. He thinks that, at the most, if the subject matter is interesting or necessary then we as human beings retain about 10% of what we see, hear, feel, smell, and read. He also thinks that the information stored will take priority over anything incoming even if it is vaguely familiar. It seems the brain is a little bit lazy and doesn't want to do any more work than necessary.

Now I want you to pay close attention to what he is saying because this may turn out to be a valid medical excuse for bad flying. He thinks that as new information is introduced, it forces out something else that is not being used or not as noteworthy. The memory is not selective about what it takes in but it must be readily usable to stay in the bank. And that 10% we retain that he speaks of is for very smart people. He thinks that some people are walking around with less than 1% of their brains being engaged. I told him that I was behind one of those people at the present time on the Interstate doing 70 MPH.

I talked with my FAA Safety Team leader about this and he said it is the same thing that they have been teaching and preaching for years: misuse or lack of a continual training regimen will lead to bad habits in the cockpit. That sounds like the same thing to me, especially if you say it real fast.

I really like to learn new things and this intrigued me to no end. I concluded that if you know in advance that you only have so (cont. on page 2)



HARRIS RANCH FLY-IN by RICHARD GARNETT



Our first fly-in to Camarillo Airport for the Tri-Tip Bar-B-Q was great success! We had three airplanes and nine people attend. Checkout our new website dedicated to these LBFC Fly-ins: <http://lbfcadventures.shutterfly.com>. There are some GREAT images of our Camarillo trip for you to see. A special thanks to Dave Locke for setting this up! We will be posting photos and comments for each fly-in adventure on this website.

Our next fly-in will be to "Harris Ranch" (airport identifier - 308), for their famous steak dinners. This fly-in is scheduled for Saturday, May 16th. Harris Ranch is near the town of Coalinga, CA., approximately 180 nm northwest of Long Beach. If you have never been there, here is your opportunity. The airport is located right next to I-5, and the runway is only 30 feet wide! So bring your best takeoff and landing skills! The Harris Ranch restaurant is a short walk from the ramp.

We are planning to meet at 1:00 PM at the club and launch at 2:00 PM. The flight is approximately 2 hours each way. We will plan on leaving Harris Ranch at around 7:00 PM and return to Long Beach by 9:00 PM.

A sign-up sheet will be placed on the counter in our lobby. Any questions, call RICHARD GARNETT - 714.328.4386

CLASSROOM CORNER HANK SMITH

"Don't let the fear of the time it will take to accomplish something stand in the way of your doing it. The time will pass anyway; we might just as well put that passing time to the best possible use."----- Earl Nightingale

Speaking of timely investments - Six students are poised to graduate from our Private Pilot Ground School on Thursday, May 21st. Congratulations Guys !!



**HANK SMITH'S
CLASSROOM
CORNER**

Class number one of the New Private Pilot Ground School will meet on Tuesday, May 26th. And continue 'til mid July. Registration is officially open; so students- don't hesitate- sign up now. Experienced pilots; you are invited to attend individual subjects of interest to increase your knowledge and expertise. Just sign up for the class you want. The Class Calendar is posted on our Classroom Corner Bulletin Board and schedules will be available for the asking.

Interest is growing for an INSTRUMENT GROUND SCHOOL. We are looking for a mid July start date. The class will meet on Tuesday and Thursday evenings for six weeks. An "Interest Sheet" will be posted on the "Bulletin Board". Write your name and contact information down so we can form this class as quickly as possible.

The AIRCRAFT DISPATCHER course is slated to begin Saturday, May 16th. The classroom will be utilized for this FAA approved course Saturdays and Sundays until August 16th.

Instructors - I am available to help you prepare your students for their Check-Ride with a "Pre check-ride evaluation".

All of this stuff may sound expensive, but, I agree with Andy McIntyre, who said..."If you think education is expensive, try ignorance." H a n k S m i t h

ACCOMPLISHMENTS

Kevin Gabele	Solo	C172	CFI Paul Raymond
Alan Orlale	Private	C152	CFI Ryan Davis
John Miller	Private	C172	CFI Monty Grotage
Turgu Aytur	Multi Private	Seminole	CFI Dale Choppin
Alex Kollesberger	Comm Multi	Seminole	CFI Cody Pierce
In Geon Hwang	Comm Multi	Seminole	CFI Ryan Davis
Michael Domino	CFI Renewal	C152	CFI Cody Pierce
Jae Chung	APT	C152	CFI Mike Ford
John Mahany	APT	Warrior	CFI Mike Ford



CONGRATS to CODY PIERCE, top CLUB CFI for April, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and DANIEL SANTOS! **TOP GUN AWARD** goes to MINKI KWON for logging the most flight hours in club aircraft in April. Runners-up were HITESH AHIRE and YOUNG JIN HEO!!!

(Cont. from Page 1)

much space for storage in your brain, and you are also keenly aware that flying can be really dangerous if you are not seriously concentrating on the job at hand, that the reason for not being able to perform at a standard equal to the certificate you are sitting on is that you as the Pilot in Command are not giving aviation enough priority.

I had my doubts about this pilot's mental IQ when he called to tell me he was flying in to get his Flight Review with me because he had heard that I was hard on the pilot and followed the rules. I thought then that he must be just a little off to go out of the way, fly into my area, and train with me. Plus, I really charge for my time! Now I think he is just trying to find a new excuse for not being at the level he should be. He has given me something to think about and it was very interesting to talk with his friend, the shrink. He also is going to come down and spend the day doing some work on a newly installed set of Garmins in his Baron 58. I told him that I expected something new from him in the way of excuses, and he said he was giving it some deep thought.

What are your thoughts on this mental lapse theory? Ever happen to you? Have you been on what should be considered a routine flight and the passenger asked, "Where are we, exactly?" and you could not give a quick and true answer? Are you flying enough to stay current? Are you reluctant to fly with passengers because you don't feel comfortable as the PIC? How did you feel when you flew your last Flight Review? Do you have a Flight Instructor that you fly with on a regular basis? Is money or health keeping you on the ground? Have you considered quitting?

Am I hitting on some of the reasons you have selected to drive more and fly less? These are the most common things that take us out of aviation and it is only going to get tougher.

The FAA Medical has never been a cake walk and it is getting even tougher to pass. This is something we have a lot of control over but still let sneak up on us regularly. Blaming the doctor is not going to work in this case. They have a set of FAA Rules and Regulations to follow and can't be expected to give up their livelihood and standing in the medical community just to help you keep your certificate. The time to prepare for your next physical is the same day you just completed your last one.

Aircraft insurance rates continue to rise and more restrictions are added each year. If for some reason you don't have enough to cover a mistake or lied when you filled out the application, you get sued. The cost of keeping the aircraft airworthy as the fleet gets some age on it will continue to rise and that annual comes around pretty fast. Add to all this the monthly maintenance, hangar or tie-down fees, BIG sunglasses, BIG watch, leather jacket, and a visit or two to some air show. After you add all this up, what is your cost per flight hour?

In closing, you don't need to make up a new excuse or use an old tired one. You need money to stay in aviation and you need to fly on a regular basis in order to stay current. That's it.

If I can be of any service to you, suggestions, ideas, training, safety seminars, recommendations, I am always here. Thanks! JAMES E. (Jim) TRUSTY, ATP/CFI/IGI/AGI, was named the FAA/Aviation Industry National Flight Instructor of the Year for 1997, and the first ever FAA Southern Region Aviation Safety Counselor of the Year for 1995 and then again in 2005. He still works full-time as a Corporate 135 Pilot/ "Gold Seal" Flight & Ground Instructor/ FAA Aviation Safety Team Lead Representative/ Internationally published Aviation Magazine Writer. You have been enjoying his work since 1973 in publications worldwide. If you have comments, questions, complaints, or compliments, please e-mail them directly to him, and he will certainly respond. ThankYou.(Lrn2Fly@bellsouth.net) (www.jimtrustycfi.com)

Always remember that accidents are caused and therefore preventable! 1 800 WX-BRIEF - Just to be on the Safe Side. Stay Informed! Register on www.faasafety .gov for upcoming events

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, James Trusty and RICHARD GARNETT for the help with this newsletter!

Many Thanks to GREG MYERS for help with aerodynamics!

C A L E N D A R	May 16:	HARRIS RANCH is the destination for the next LBFC FLY-IN (airport identifier - 308) for one of their famous steak dinners. We plan to meet at the club on Saturday May 16th at 1:00 PM and then launch from LGB at 2:00 PM, then returning to Long Beach by 9:00 PM. Contact: Richard Garnett -714.328.4386.
	May 27:	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 an inspirational and educational hour!
	June 6:	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
	June 7:	Santa Paula - Aviation Museum of SANTA PAULA First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org.
	June 20:	FLABOB Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org.
	July 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 -- we hope to see you there -- sandwiches, fruit and dessert will be served! This meeting will count toward CFI credit for July!

NEW & REJOINED CLUB PILOTS! WELCOME!



- AMR ABDELNABI
- DANIEL BOWER
- FRANKLIN CASTILLO
- STEVEN CONAWAY
- DANIEL COOPER
- SHANE DEMENDOZA
- SHADY ELSHAIB
- FRANK FOX
- ERIC GEIER
- HERBERT GUINNESS
- MANUEL GUERRA
- JESSE JAMES
- JIM LINDBERG
- ABRAHAM LOREZANA
- JOHN MAHANY
- JESSE ORELLANA
- GIANGIACOMO PALOMBO
- JIN TAE PARK
- SUDIPT RAJ
- CHRISTOPHER ROSENFELT
- NISHET SINGH
- HUI CHUAN SUN
- KEN THOMAS

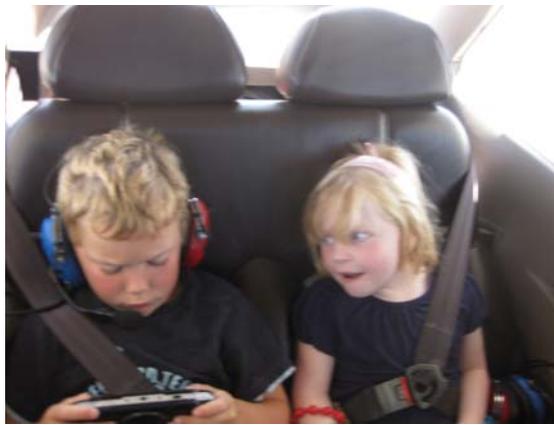


HAPPY MAY BIRTHDAYS

- MAHER ALZABEN
- WILLIAM AZZALINO
- SUSAN BAKER
- DENNIS BORIK
- FRANKLIN CASTILLO
- BRUCE CRONE
- DAVID CURTIS
- CHRIS DOLAS
- TIM ENGEL
- EDWARD GALLOWAY III
- IGOR GERTS
- ROGAN GIRARD
- DAVID GLENDAY
- LAWRENCE GOLDFIELD
- MARVIN GRANGER
- YOUNG JIN HEO
- CHRIS HILAIRE
- DAVID HSU
- YAZ IRANI
- JACK ISAAC
- ROBERT LEE
- DAVID MANOUKIAN
- SAKSHI NADIMPALLI
- CODY PIERCE
- ROBERT RIFFLE
- JOHN RINGEL
- WILLIAM STROUD
- MATTHEW TAGGART
- DON TERRY
- MIGUEL TORO
- ROBERT TRUESDALE
- TRAVIS TYLER
- PHONG TUAN VU
- DAVID WILCOX



Highlights from the Camarillo Fly-In!



As soon as he falls asleep, I'm grabbing the video game!



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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.

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