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MAY 2007 NEWSLETTER **HAPPY MOTHER'S DAY!** **EDITOR CANDY ROBINSON**

FOR IMMEDIATE RELEASE: Harold Frederick "Harry" LEICHER Renews Master CFI

Harry Leicher recently renewed his Master CFI accreditation. Harry is an independent flight and ground instructor at the Long Beach Airport (LGB) specializing primary, instrument and multiengine training. He also serves as adjunct faculty at Long Beach City College and is director emeritus of the US Parachute Association.

The National Association of Flight Instructors (NAFI), his professional aviation organization, takes pride in announcing significant aviation accomplishments; the last twelve national Flight Instructors of the Year were Master CFIs. Harry is one of only 42 California aviation educators who has earned this prestigious "Master" title. He has held this professional accreditation continuously since 2003. There are approximately 90,000 CFIs in the United States. Fewer than 600 of them have achieved the distinction of "Master" thus far.

In the words of FAA Administrator Marion Blakey, "The flight instructor is where the rubber meets the runway. The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing professional activity and peer review. Much like a flight instructor's certificate, it must be

(Continued on Page 2)

TO PRIME OR NOT TO PRIME?

Submitted By George Mahurin, FAA Safety Program Manager/Airworthiness, George.Mahurin@faa.gov

All piston aircraft have a means to prime the engine whether it is by a manual pump, electric pump or boost pump there is a means to prime the engine before starting it. Many pilots may or may not choose to use the primer pump(s) and although that may be an accepted way of starting engines, and even one frequently taught, it is a dangerous method.

Look at both methods. Priming with the aircraft system, pumps an amount of fuel from the hand primer pump to the individual cylinders, utilizing a solid line from the pump to the firewall, then a flexible line from the firewall to the solid engine primer manifold. The manifold then splits the flow and sends it to the individual cylinders. The nice part about this and other priming systems is that the fuel is contained and directed in a safe and efficient manner. The hand pump has a locking mechanism that when set, keeps the fuel from flowing if the line to the engine is compromised. Contained in the pump there is a spring loaded check valve that forms an absolute shut off when engaged. On low wing aircraft the pump is slightly above the fuel level and on a high wing aircraft, the fuel is well above the pump. In the low wing aircraft the pump may need to be pumped a number of times before back pressure indicates fuel is being supplied. Once back pressure is felt one or two strokes should suffice and the engine should start easily. Same number of solid strokes should be used in a high wing aircraft, the difference being fuel availability to the primer pump. Then by going through the normal starting procedures the engine should start with minimal cranking saving battery power, starter motors and pilot frustration.

Now lets look at the "alternate method" of starting the engine. Pump the throttle a number of times, turn the key and grind away until the engine catches. Seems simple but look at what is happening. Carburetors in general aviation aircraft are either updraft or in some cases side draft-type. The accelerator pump in the carburetor shoots a stream of fuel up into the carburetor throat, if pumped more than once (and it usually is) there is raw fuel running back down the throat and into the air box. Without the engine running there is no air movement to draw the fuel into the engine. The fuel running back down the throat and into the air box collects and produces vapors. These vapors then begin to fill the cowl and if the box is not watertight (most aren't) the raw fuel then begins to drip into the cowl. The net result is the formation of an explosive, flammable mixture that could ultimately cause the loss of the aircraft.

Why, you might ask. Well, when the starter is engaged there are sparks produced as the battery power is applied through the brushes to the commutator of the rotor. So here you have fuel vapors and spark. And if the sparks did not do it, the next possibility is

(Continued on Page 2)

SAFETY TIP OF THE MONTH by Phil Barton

When you crawl into that beautiful airplane of yours to fly a cross-country, it is always a good idea to ask for "flight following" and to file a pilot report or pirep while on you flight plan route. With flight following you are being helped with good information about the environment around you. Your pirep will help some other pilot plan his flight when he calls in for a briefing or when he is in the air.

When you call in to the flight service station (FSS) or to flight watch to give your pirep, you are simply giving them your observation of the weather at a particular time, altitude, and location. These reports are the only source of observed weather aloft, and they are invaluable to pilots planning their flights.

But when does a pilot file a pirep? The answer is at any time you observed that the weather is different from that forecast. It's a good idea to file a pirep even if you do not notice a change in the weather. The confirmation will help both weather observers and pilots. Most reports are filed in the air, but you can also file them by telephone after you land.

If you don't know how to file a pirep report, learn how by taking the AOPA Air Safety Foundation's SkySpotter online course (www.asf.org/skyspotter). It will walk you through the procedure to file that report. Adios, and fly safely.

I'm proud to say we now have a "Continuous, nonstop," Private Pilot Ground School at Long Beach Airport. That means almost every night is a "starter" night. The class meets Tuesday and Thursday evenings from 6:30 to 9:30 P.M. When we reach graduation on Thursday May 31st., we'll just start over with class #1 on Tue. June 5th.
New Private Pilot Ground School starts June 5th. Sign up now! Also, pilots are invited to purchase "sit-in" privileges for the subject of their choice.

Students - Start now! Pilots - Pick your favorite Subjects - and call (562)-424-2288

2 - Month Schedule



**HANK SMITH'S
CLASSROOM
CORNER**

DATE - SUBJECT
5/08 Weather Reports & Charts 1
5/10 Weather Reports & Charts 2
5/15 A/C Performance
5/17 Flight Planning
5/22 FAA regulations
5/24 Weight & Balance
5/29 Aviation Publications, Pilot Physiology

DATE - SUBJECT
6/5 A/C Systems Part 1
6/7 A/C Systems Part 2
6/12 Airport Operations
6/14 Communications
6/19 Airspace
6/21 Charts
6/26 Navigation
6/28 Meteorology 1
7/3 Meteorology 2



NEW CLASS STARTS

Oh, by the way. Anyone interested in a one-day Multiengine Seminar? Call me-Let's set one up for a Saturday-soon.....

.....Hank

ACCOMPLISHMENTS



RYAN KAM	SOLO	C-172	CFI CODY PIERCE
TONY HANN	SOLO	C-152	CFI CODY PIERCE
YOSHIHIRO KAMEUE	SOLO	C-152	CFI JAE CHUNG
JONATHAN CHOI	SOLO	C-152	CFI JAE CHUNG
VIC CIMARUSTI	PRIVATE	C-152	CFI RICHARD GARNETT
ANDY MARKARIAN	PRIVATE	C-172	CFI HARRY LEICHER
MARVIN GRANGER	INSTRUMENT	C-172	CFI HARRY LEICHER

CONGRATS to TONY PERSUITTI, top CLUB CFI for April, logging the most hours of dual given in club aircraft! Runners-up were RICHARD GARNETT and JAE CHUNG!

TOP GUN AWARD goes to KYUNG HWAN YOO for logging the most flight hours in club aircraft in April. Runners-up were MELVIN WHITE and YAO YUAN WAN!

CONGRATULATIONS to John Ringel on his Captain upgrade in the B-777 for Continental Airlines! And congratulations to club alumni Chas Perrigoue on his new job as Director of Operations and flying Gulfstream II/III for Global Exec Aviation!

(Harry Leicher, Continued from page 1)

renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. The Master Instructor designation is a means to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words summa cum laude emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Harry will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

Additional information is available at <http://www.NAFIMasters.org/> and www.NAFInet.org.

(Priming, Continued from page 1)

that of a backfire through the carburetor. Once again you have a possible fire and if so, the box if it took the explosion, is now gloriously ablaze. The aluminum it is made of does not take heat well and begins to melt. The fuel now being sucked into the cranking engine is partially burnt, and all of this is taking air away from the engine. The net result of starting this way (if it starts) is major damage to the carburetor throat and venturi, damage to the air box and its components and if the fire is bad enough the cowl is burnt and weakened.

There is more! The amount of time a starter can be energized without becoming overheated and damaged is called the "duty cycle". This amount of time is spelled out by the manufacturer and varies from starter to starter. When the engine is hard to start, pilots have a tendency to keep grinding until it does. After a few sessions of hard starting, the starter becomes weak and often times the engine can kick back because of this. In the long run the consistent grinding even causes the solder on the motor windings to be thrown off and eventually results in failure.

Any of these "non normal" instances has a direct influence on what it costs you to enjoy flying. Example: Wallet -maintenance costs = less cash to fly on. Regardless of who owns the aircraft, it must be maintained. If you own it, you pay directly, if you rent, the cost of operating the aircraft is reflected in the rates you pay. If you keep the cost of maintenance down the price of your hobby/career is reduced. Safety and your wallet dictate you take the time to prime the engine in the proper manner.

THINGS AREN'T ALWAYS AS THEY APPEAR Submitted by Tom Larned

A woman was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way. The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes. Everybody got off the plane except one lady who was blind. The man had noticed her as he walked by and could tell the lady was blind because her Seeing Eye dog lay quietly underneath the seats in front of her throughout the entire flight.

He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour. Would you like to get off and stretch your legs?" The blind lady replied, "No thanks, but maybe my dog would like to stretch his legs."

Picture this: All the people in the gate area came to a complete standstill when they looked up and saw the pilot walk off the plane with a Seeing Eye dog! The pilot was even wearing sunglasses. People scattered. They not only tried to change planes, but they were trying to change airlines!

True story.... Remember...things aren't always as they appear.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, TOM LARNED, GEORGE MAHURIN and PHIL BARTON for the help with this newsletter!

NEW & REJOINED CLUB PILOTS! WELCOME!



- Daniel Bower*
- Jason Chambers*
- Dexter Gray*
- Ajay Kaundal*
- Sina Koehler*
- Gary Lazenby*
- Travis Long*
- Cristiaan Mestler*
- Ronaldo Napole*
- Adenuga Okunuga*
- John S. Park*
- Jose Reyes*
- Matthew Slope*
- Rand Sterrett*
- Don Swett*
- Steven Tuinei*
- Mark Ian Ranson Wilson*

HAPPY MAY BIRTHDAYS



- WILLIAM AZZALINO
- SUSAN BAKER
- RONALD BALLESTEROS
- TIMOTHY CLARK
- MICHAEL DALEY
- CHRIS DOLAS
- JACOB DRAGOO
- EDWARD ELIOT
- TIM ENGEL
- ROGAN GIRARD
- DAVID GLENDAY
- MARVIN GRANGER
- DAVID HSU
- JOHN HUTHMAKER
- JACK ISAAC
- NICK KLUBNIKIN
- ROBERT LEE
- CAROLINA MANIN
- DAVID MANDUKIAN
- JASON MC KEEVER
- SAKSHI NADIMPALLI
- PAUL OVERACKER
- STEVE PAUSE
- CODY PIERCE
- ELI ROBBINS
- MIKE SEYMOUR
- RANDY SOMERSHAE
- ANDRE SPERB
- CHRISTIAN STOEHR
- WILLIAM STROUD
- DON TERRY
- MIGUEL TORO
- ROBERT TRUESDALE
- DAVID WILCOX

May 19-20: Planes of Fame Airshow, Chino, Calif. Airport. Contact (909) 597-3722 or see www.planesoffame.org.

May 25-27: 43rd annual Watsonville Fly-In & Air Show, Watsonville, CA Airport. Contact Dave Brockmann at (831) 763-5600 or www.watsonvilleflyin.org

May 30th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.

June 1-2: 50th Merced West coast Antique Fly-in, Merced, Calif. Contact Rich at (209) 725-1223.

June 16-17: "Wings Over Gillespie," annual CAF airshow at SEE. Lots of aerial acts and more. See www.wingsovergillespie.org

June 23-24: Ramona, Calif. annual airshow, featuring F/A-18 Hornet, P-51, more. Benefits fallen CDF pilots. Call (760) 788-3366 or see www.ramonaairshow.com.

June 23: American Heroes Airshow, Hansen Dam, LA. Contact J. D. Paules Jr. at (818) 631-8132

July 25: 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!

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