



WE FLY WITH
CARE Now, more than



LONG BEACH FLYING CLUB & FLIGHT ACADEMY

2631 E. Spring Street / Long Beach, CA 90806 / 562-290-0321
visit us at www.lbfflying.com email club@Lbfflying.com



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

APRIL 2006 NEWSLETTER

SPRING IS HERE!

EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP? Have you seen our alumnus board in the hallway at the club? We've compiled the flying jobs from the accomplishments in the monthly newsletters – make sure you check it out next time you're in the neighborhood. Updated information greatly appreciated.

The deadline is quickly approaching for all flight instructors to have their the TSA CFI **SECURITY/TSA RECURRENT TRAINING**. Our class in March was very well attended and all attendees are now good to go for another year. Any CFIs that missed the class but wish to freelance instruct in club aircraft must accomplish their recurrent training before May 1, 2006. The half-hour make-up class is \$20; contact the club to schedule.

RULES AND REGS CHANGE: Under "Requirements of Flight Instructors" the portion in capital letters has been added: Any pilot performing freelance flight instruction must be a club member, hold a valid Certified Flight Instructor rating and third class medical, receive an initial Club CFI Endorsement (annually thereafter) on a Currency Log Sheet, **UNDERGO INITIAL CFI SECURITY/TSA TRAINING (ANNUAL CLUB-APPROVED RECURRENT TRAINING THEREAFTER)** and be checked out in each aircraft requiring a checkout to be flown.

POLITICAL CORRECTION: Last month we gave special mention to Axel Kollesberger for accomplishing his Private Pilot License in just 27 days. We blew it, though, by reporting that he was here from Germany. The following is the best rebuttal in the history of the world:

Aloha Candy! My name is Axel Kollesberger and I joined your nice club several weeks ago. I have to thank you for your very charming monthly newsletter and also to mention my success with your school and your great instructors. But there is one little thing I have to mention. Although every European citizen should feel like an European first, there is also our nationality behind this big building of the European Union. I know that the past centuries in old Europe were a little confusing but definitely since 1945 - almost 60 years - Oesterreich or Austria is a federative democracy in the center of Europe. Our capital is Vienna with 2 million inhabitants and with a lot of famous sweets like Mozartkugel, Mannerschnitten and Sachertorte & Apfelstrudel (Arnie's export desert!). Also W.A. Mozart is one of ours (1756-1791), the Vienna singing boys established at 1498 (still singing - hope not the same crew!), Johann Strauss and many others. Oh yes indeed there is also one more, maybe more of importance for you Californian residents...the "I'll be back man"...of course "Arnold the Governator",... that was your decision, don't look like this...! ;-) The famous Johann W. Goethe, one of our great neighbors (I really love Germans, also German instructors but most German girls...) said once about exactly this topic: "Nothing is more different between Austria and Germany than the common language!" I wish you all a great day at the LBFC. Best regards also to Sue, Eric, Randy, Jaessong Oh, Mike Ford, and of course my favorite instructors Richard G. & Cody P., and of course to all others I met. I am looking forward entering your school for some additional training in the near future! Thank you Candy for this cool school! Mahalo, Axel

QUIZ: TRUE OR FALSE? One of the objectives of a GPS lesson covering preflight preparation is to facilitate student learning of the background knowledge necessary to operate the GPS receiver in all phases of flight.

If you answered TRUE, you are correct. Learning the background knowledge necessary to operate the GPS is one of the objectives of a GPS lesson covering preflight preparation. The second objective is to teach the interface between the GPS receiver and other cockpit instruments. Prior to learning about GPS preflight preparation, the following should be understood:

- A. The general principles of GPS operation
- B. The advantages of GPS, emphasizing its accuracy
- C. The limitations and potential errors of GPS
- D. The basic components of a GPS installation in an aircraft
- E. The functions of the various modes of the GPS receiver
- F. The GPS interface with other equipment
- G. The terms and conditions of approved GPS use

VFR USE OF GPS

continued on page

FOR IMMEDIATE RELEASE: Helen Ruth CRANZ, Master CFI Renewed

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Helen Cranz, the Long Beach Flying Club chief flight instructor and a resident of Midway, CA. Recently, Helen's designation as a Master CFI (Certificated Flight Instructor) was renewed by NAFI, her professional aviation education association. 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.

Helen is the Long Beach Flying Club and Flight Academy chief flight instructor, a Part 141 school at Long Beach Airport (LGB). She is also active in Orange County chapter of the 99s and teaches aircraft dispatcher classes in the Long Beach area.

To help put this achievement in its proper perspective, there are approximately 87,000 CFIs in the United States. Fewer than 500 of them have achieved that distinction thus far. The last eleven national Flight Instructors of the Year were Master CFIs while Helen is one of only 38 California aviation educators who has earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which 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.

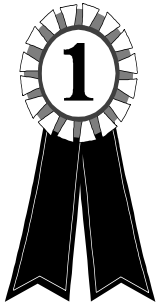
Earning this designation is tantamount to having the words "summa cum laude" emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the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

**HELEN'S
CORNER**

EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland.

Questions regarding the Master Instructor program may be directed to 303-485-8136 or Info@NAFIMasters.org or visit NAFI's website at www.NAFI.net.org

ACCOMPLISHMENTS



ANDREW COZENS	SOLO	C172	CFI HARRY LEICHER
GRAEME KIMMEL	SOLO	C172	CFI JACK BASHFORD
TONY ANDREWS	SOLO	C172SP	CFI PAUL RAYMOND
ERIC ALFORD	SOLO	C152	CFI CODY PIERCE
SUNMI LEE	PRIVATE	WARRIOR	CFI JAESEONG OH
MIKE ANDERSON	PRIVATE	C152	CFI MATT SILVER
CHRIS HOPKINS	INSTRUMENT	C172	CFI HARRY LEICHER
YASUNARI OYAMA	COMM	ARROW	CFI JAESEONG OH/MIKE SEYMOUR
JAN KOLTAI	APT	C172	CFI JAESEONG OH
TIM FRIEDLANDER	APT	WARRIOR	CFI JAESEONG OH

CONGRATS to RICHARD GARNETT, top **CLUB CFI** for March, logging the most hours of dual given in club aircraft! Runner-ups were PAUL RAYMOND and HARRY LEICHER!
TOP GUN AWARD goes to JOHN TOWNSEND logging the most flight hours in club aircraft in March. Runners-up were (tied) ROCK THOMAS and KURT NELSON!

CLUB ALUMNUS UPDATES!

Thanks for the newsletters, please keep them coming. I am currently working in Xiamen, China (Fujian province 700 clicks north of Hong Kong) on a 747 freighter conversion program and it is nice to hear about things from home. No flying available here in Mainland China. The Chinese government tightly regulates all airspace. Besides that, I have been here about a year and I've yet to see any small private aircraft at all. I did however, get a ride in a powered hang glider off of a beachside runway. Regards, Robert [Tagle].

GPS navigation has become a great asset to VFR pilots, providing increased navigation capability and enhanced situational awareness. However, that while GPS offers many benefits to a VFR pilot, a pilot must thoroughly learn to use the unit available to him/her in order to ensure that (s)he does not try to exceed the capabilities of his/her GPS receiver. VFR pilots may use any type of GPS receiver, whether panel-mounted (with either an IFR or VFR installation) or hand-held.

(from page

A VFR pilot should never rely solely on one system of navigation. GPS navigation must be used with other forms of navigation such as VORs, pilotage, and dead reckoning. Check the GPS's Pilot's Guide to see if the unit has receiver autonomous integrity monitoring (RAIM) capability. Without RAIM capability, there will not be any alert to deteriorating navigation capability, and an undetected navigation error could occur. Check the currency of the database regularly. If the database has expired, the database should be updated as suggested by the manufacturer. If an update of an expired database is not possible, it is prudent to disregard any moving map display of airspace for critical navigation decisions (such as flying around a restricted area or Class B airspace segment). Limits of airspace areas and named waypoints may have been added, deleted, or modified since the database was last updated.

Plan a flight carefully before taking off. If navigating to user-defined waypoints entered using latitude-longitude coordinates, enter the waypoints into the GPS database before flight, not during the flight. The flight path should also be verified on a current sectional chart or terminal area chart to ensure that it follows the desired route. Minimize head-down time (working the GPS) and always maintain a sharp lookout for traffic, terrain, and obstacles. One way to minimize head-down time is to become very familiar with the GPS receiver's operation

EMAILED: Hi Candy~ Just wanted to say hello to everyone. Thanks so much for posting my baby's picture!!! Take Care. Carolina (club student 1997-2002)

CONGRATULATIONS to the Jeff Muhle family on the March 14th birth of their son Tanner Jackson Muhle!

GPSMAP 296 AVAILABLE! Our Garmin GPS features a 256-color screen, Jeppesen aviation database and auto routing. The GPS plugs into a cigarette lighter socket but is also battery operated. In the aviation mode, the GPSMAP 296 has 5 features: the map page, terrain page, panel page, the active route and position data. The GPS can also be operated without being in the aircraft. Ground time with the GPS is free; rental is \$16.95 per hobbs hour flown when using it in the aircraft (not based on clock time).

NOTAM: FLIGHT TRAINING FINANCING OPTION NOW AVAILABLE Check out www.pilotfinancing.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!

NEW LOANER CD: AOPA's "Weather Wise, Practical Tips and Tactical Tricks" is now available for check out

April 16: EASTER ANTIQUE AIRCRAFT/CLASSIC CAR DISPLAY takes place at Brackett Field (POC) from 10 a.m. to 3 p.m. Fly-ins welcome. Contact: 626/576-8692.

April 12: "GOT TURBO?" Topic: Are you thinking of moving up to a turbocharged aircraft? Do you rent or own an aircraft that has a turbocharger in it? Costa Mesa Community Center at 7:00 PM, 1845 Park Avenue, Costa Mesa.

April 21-23: 12th Annual "WINGS OVER GILLESPIE AIRSHOW" featuring a tribute to "The Wings of the Silver Screen – the Planes, Props and People of the Great Aviation Films and TV." The hours are 8 am to 5 pm and admission is \$12. For more information 888-215-7000 or www.wingsovergillespie.org.

April 26: 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 April.

May 31: Long Beach Flying Club CFI MEETING from 6:00 pm to 7:00 pm at LBFC.

June 2-3: Merced WEST COAST ANTIQUE FLY-IN. Contact: (209) 384-2791.

June 24-25: RAMONA AIRSHOW AND FLY-IN, Ramona Airport "Props and Rods III". Contact 760-789-0959 or www.ramonaairshow.com.

July 24-30: EAA AIRVENTURE 2006, Oshkosh, Wisc. Contact: 800-564-6322 or www.eaa.org.



NEW & REJOINED CLUB PILOTS! WELCOME!

- ARNET ANDRADA
- ANDREW BERNARDO
- SLOBODAN DRASKOVIC
- MICHAEL ELLIOT
- ERICH FITSCHER
- JEREMY FOLLWEILER
- DAN HERSHFELD
- ALEXANDER HILGARTH
- CHRISTOPHER KILKUS
- WAYNE LAMBERT
- GEOVANNI LOPEZ
- RUSSEL MAC DONALD
- TRAVIS MACIEL
- DAVID MARTIN
- SETH MEJIAS
- JASON OCHOA
- MICHAEL ODELL
- MARK PRECHEL
- RANDY REASON
- ROYATA SUZURI
- JOHN TOWNSEND

HAPPY APRIL BIRTHDAYS



- MICHAEL ANDERSON
- WILLIAM ARMET
- MARK CHRYS
- JAE CHANG
- PAUL CLAEYSSENS
- PATRICK CLEVER
- GILLES CONTI
- MARK CRAWFORD
- JAMES CURTIS
- THOMAS DAVIDSON
- DWIGHT DENNIS
- DANON FREAR
- MICHAEL GARLAND
- RICHARD GARNETT
- PAUL HERMAN
- STEVE HOLTER
- CHRIS HOPKINS
- TERRY JOHNSON
- JOON-TAE KIM
- EMI KENNEDY
- ALEX KOTHE
- LARRY LARKIN
- STEPHEN LEE
- ADAM LEVIN
- KEVIN MENDONCA
- ROBERT PARKER
- CARLOS ROSSIL
- STEVE SCHUETTE
- JACKSON SHAW
- FEDERICO SILVESTRI
- IOAN SIMIONESCU
- SUTHIWAT SUPINA
- CLAUDIA UGAZ-GATES
- THOMAS WATSON
- LANCE WEBB
- DAVID WIESE
- MATTHEW WONG