

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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AUGUST NEWSLETTER 2004 HOT SUMMER NIGHTS!!

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email club@LbFlying.com

* GOD BLESS AMERICA * WE FLY WITH CARE Now, more than ever *

Editor Candace A. Robinson

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EDITORIAL: WHAT'S UP? N2112F JOINING THE FLEET!

After years and years and years of searching, the perfect Seminole has been located and at press time is on its way here. White with navy blue trim, the panel is loaded with a storm scope and a DME. The airframe is low time, amazingly only 4,100 hours total time, and advertised as no damage history. For an aircraft over 25 years old and the most popular multi-engine trainer to boot, we're batting 1000! This second Seminole will be on the line late August so start planning your flights today!

Christine Edwards, Airport Bureau Special Projects, passes on the following: "Thank you again for your cooperation, especially during the last 5 weekends of runway closures. Just a reminder, there will be no more weekend closures until September 10-13 and September 18-20." The localizer shutdown has been delayed until September 10 and there have been no major problems ... keep up the good work!

Volunteers are needed to assist with the parking of 2000+ aircraft that will be arriving for the AOPA EXPO 2004, Aircraft Owners and Pilots Association's annual convention to be held in Long Beach October 21-23, 2004. To volunteer to work on an Aircraft Parking Team, you must have airfield experience (pilot, line service, airline ramp experience). You must also attend one of the training sessions listed on the volunteer questionnaire which are available at the club or by calling the airport bureau at (562) 570-2678.

Volunteers are needed for non-airfield duties as well, such as in the welcoming area at AirFlite (AirFlite will serve as the host FBO for the EXPO), volunteer check-in area, staff entry gates and lots of other jobs. There is an orientation meeting for these volunteers on Tuesday, October 5, 2004 at 5:30 PM in the Airport Maintenance Facility. Aircraft Parking Team shifts are 5 hours average, beginning at 7:30 AM and 1:00 PM. All other shifts are 4-5 hours. Volunteers must be willing to dress in a uniform fashion (as determined by the volunteer coordinator). Baseball caps and T-shirts will be provided and will be yours to keep. Food and drink will also be provided. Volunteers who work 8 hours will receive an AOPA EXPO pass (a \$45 value) as well as free transportation from AirFlite to the Convention Center.

This year's EXPO promises to be an outstanding event and AOPA EXPO 2004 will certainly be the best EXPO ever.

It's summer and temperatures are high.....What's your density altitude?

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HELEN'S CORNER

CFI Program: TUSKEGEE AIRMEN. In 1941, during World War II, the Army Air Corps began training their first African-American airmen at the Tuskegee Army Air Field in Alabama. These airmen went on to establish an amazing war record with the 99th Fighter Squadron and the 332nd Fighter Group. Maycie Herrington was the secretary at the Air Field and married to one of these legendary airmen. Come and meet her and hear about her experiences with the Tuskegee Airmen.

Bring friends, spouses and significant others for an interesting and informative evening on Wed, Aug 25th at 6:00 p.m.

Control Wheel Lock: is made to fit one way. The lock consists of a shaped steel rod with a red metal flag attached to it. The flag is labeled "Control Lock, remove before starting engine". To install the control lock, align the hole in the top of the pilot's control wheel shaft with the hole in the top of the shaft collar on the instrument panel and insert the rod into the aligned holes. Proper installation of the lock will place the red flag over the ignition switch. It is difficult to bend the steel rod, however, if the rod will not insert easily, don't force it. Write a squawk so it can be fixed. For Piper airplanes, tie the seat belt around the control wheel to prevent the ailerons and elevators from moving.

Squawks: Please use our new system. Do not hand a piece of paper to dispatch. You may tell the mechanics but follow-up with a written squawk sheet. Don't leave something that needs to be fixed to the next pilot to write up. Each different item needs a separate piece of paper; i.e.; don't mix avionics squawk with an oil leak.

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NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HELEN CRANZ, CHARLIE MCCORMACK and JOHN MAHANY for the help with this newsletter!

NOTAM: The outdoor individual lockers have become quite an eyesore. Please email candy@LbFlying.com by 9/30/04 with your locker number so that we can make plans to consolidate. Thanks!

FUTURE PILOTS! Club alumni Anton Leo stopped by from his adventures at American Airlines and announced the birth of Andrew Gerard Leo (the proud mama is Sushoba), born December 27, 2003, weighing 6 pounds, 8 ounces and measuring 20.5 inches tall! Congratulations!

POLL: I received an email last month and need your input. For the monthly newsletter I like to calculate the pilots and CFIs that fly the most

hours the previous month. The comment, in part, that came in was, "The Top Gun Award is clearly won by the one who has among several things, an important part of the equation, ie the most MONEY. I believe this can be mentally detrimental to the other pilots/student pilots." Please let me know if you are interested in having the newsletter run the top flyers for the month. Contact candy@Lbflying.com or leave me a message somewhere.

EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@lbfflying.com.

NOTAM: LONG BEACH AIRPORT ASSOCIATION NEEDS YOU -- the time is NOW to join -- LBAA applications are available at the club. We need your support -- all LBAA membership fees go to printing costs of the quarterly newsletter and protecting General Aviation rights at Long Beach Airport. Your Long Beach Airport Association dues donations are TAX DEDUCTIBLE so sign up today!!!

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AUGUST 2004 SAFETY TIPS -- BY JOHN MAHANY

In reply to the reader who wrote to 'correct' last months statement about Vx and Vy, increasing and decreasing, respectively, and converging at the Absolute Ceiling; the reader's claim that Vx and Vy in fact converge at the Service Ceiling, is not correct. These speeds DO change with altitude, and they DO meet at the Absolute Ceiling, which is the point at which the aircraft can *no longer climb*, thus the term 'Absolute' is used to define it. This is explained and is illustrated, *graphically*, in Chapter 15, page 0 8, in Rod Machado's Private Pilot Handbook. The Service Ceiling, on the other hand, is the altitude at which the climb rate is reduced to less than 100 feet per minute. This is also explained in Ch. 15, on page 0 5, of Rod's book. A note of thanks to the reader, who questioned this, which got me back into the books, to double check.

Editorial note: This is in response to the following reader email: "In the newsletter you wrote "They meet at the airplane's absolute ceiling" regarding Vx and Vy. Actually the numbers (graphically) converge at the Service Ceiling - the 50'/min thing." In case you missed it, John's July article read: "Did you know that both Vx and Vy change as you climb? Check the P.O.H., Section 4, Normal Procedures, for the airplane you fly. Vx, Best Angle of Climb speed, increases, and Vy, Best Rate of Climb speed, decreases with altitude. They meet at the airplane's absolute ceiling."

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C A L E N D A R

- August 24: TERMINAL CHART CHANGES seminar at AirFlite, Speaker Al German, from 7 pm to 8 pm. Bring a current LA terminal area chart. Contact: (562) 420-1755.
- August 24: MAINTENANCE GOTCHA'S seminar at AirFlite, Speaker George Mahurin, from 8 pm to 9 pm. Contact: (562) 420-1755.
- August 25: from 12 noon to 6 PM to welcome Cirrus to our club, Heike and Drea will bring two Cirrus SR22 to the club. One of the aircraft will be on static display to allow all club members to discover it and inspect it. Come Up to eight (8) full time instructors will be able to enjoy a 45-minute demo flight. To register for the CFI demo flight, please email to cfi@flyinla.com.
- August 25: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.
- September 4: Operation Takeoff, a free FAA Seminar on "Introduction to the Automated Flight Service Station and the Services Available to Pilots" from 9 AM to 1 PM at the Hawthorne Flight Service Station. Contact (310) 970-0102 for info or reservations.
- October 21-23, 2004: AOPA 2004 will be held at LGB and the Long Beach Convention Center!
- October 27: 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 October.

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ACCOMPLISHMENTS

TIM CAMPBELL	SOLO	C152	CFI BILL ROSENBERRY
KELVIN KAPYA	SOLO	WARRIOR	CFI JOEY ROEHRICH
JOSH MAGDER	SOLO	C152	CFI BILL ROSENBERRY
ERIK JOHNSON	PRIVATE	C172	CFI JOHN CAREY
JIM WADDELL	PRIVATE	C152	CFI JOHN CAREY
DAN KIFAYA	PRIVATE	C152	CFI BILL ROSENBERRY

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ANDREW BRESINI	PRIVATE	C172	CFI JOEY ROEHRICH
MARK CHOUINARD	PRIVATE	C152	CFI RICHARD GARNETT
BRIAN ZACKARY	INSTRUMENT	C152	CFI JEAN-MICHEL CARLOUET
PATRICK CLEAVER	INSTRUMENT	WARRIOR	CFI JOEY ROEHRICH
DONALD MIKAMI	CFI	C172RG	CFI JAESEONG OH
RICHARD GARNETT	CFII	WARRIOR	CFI ALEX KOTHE
JACQUIE SPRAGUE	PART 61.709	C172	MCFI HELEN CRANZ
JOHN MAHANY	APT	ARCHER	MCFI HELEN CRANZ
URI LEVY	APT	WARRIOR	MCFI HELEN CRANZ

Congratulations to Matt Silver on his newly acquired ground instructor licenses – both the AGI And IGI!!! We recently heard a report that club alumni James Harvey is gracing Pinnacle with his piloting skills in a CRJ and is based in Minneapolis. Congratulations James and keep warm this winter!

GOOD NEWS INCIDENT REPORT

Submitted by Charles R McCormack, Member #47

Re: Attempted Security Breach at GA Facility, August 11, 2004

The following is a description of an incident that occurred today at the St. Louis Downtown Airport, a large GA facility. We are sharing this story with you as there are indications that it might be repeated throughout the country. We would like to thank Bob McDaniel, the Director at the St. Louis Downtown Airport, for sharing the details of the incident outlined below.

Earlier today two Middle Eastern men attempted to penetrate our security. They telephoned one of my helicopter FBOs and asked about a charter flight. After discussion of price and directions to the business, they arrived an hour later. When the office agent asked how they were going to pay for the flight they produced cash. When asked for ID, they produced driver's licenses from two different states and they were driving a car licensed in a third state.

Things didn't smell right so the mechanic took them into the hangar to see the aircraft while the office person called the FBI and local police. The helicopter they were going to fly was blocked in by other aircraft so the mechanic was able to stall them by having to slowly shuffle the blocking planes. Meanwhile the two men got their backpacks and odd-shaped luggage out of their car. Soon the local police arrived and they were hauled off to jail in handcuffs.

After a little time behind bars, the FBI verified that the two men were employed by NBC New York and were on assignment to get a story of how easy it is to charter a helicopter for a terrorist attack. The men had stayed in a local hotel and purchased box cutters, leather-man knives, and other potential weapons at the local Wal-Mart using a credit card. The box cutters had been hidden in the lining at the bottom of the back packs and the other weapons were hidden throughout their baggage. They had audio taped the telephone conversation with Arlene and were going to use it as part of a national news story about how easy it is to get information and directions to the location of the helicopter and then hijack it to commit a terrorist attack.

I doubt they will be back at our airport soon and this is a story that will never be seen since they were caught. A very "well-done" to my FBO and staff and the local FBI and police response forces. We have since learned that we were the first airport where this had been attempted and NBC planned to attempt similar penetration stories around the country. Please spread the word to other airports.

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Private Pilot Ground School, and Instrument Ground School will be available from Monday 9th and Tuesday 10th August. Each course will use the Jeppesen Ground Training Syllabus and will be conducted under Part 61 for the time being. Both are scheduled to last for 6 weeks and will run from 6pm to 8:30pm. The Private Pilot Ground School will be scheduled Mondays, Wednesdays and Fridays, the Instrument Ground School - Tuesdays, Thursdays, and Saturdays. Although aimed towards the students, if it's time for your Flight Review, IPC, or if you are studying for CFI or CFII, why not attend? Each course will cost \$350, or \$25 per individual lesson at the door. An Airman Knowledge Test endorsement will be given only after 100% attendance, and 80% or greater on the End of Course Exam. Multi-Engine, and CFI classes are in the pipeline for September, so watch this space. Any questions can be directed towards Peter Jackson (562) 787 0478, or email PeteLGBCFII@aol.com.

BIRTHDAYS

SERVET ATBAS
KEN BASE
JACK BASHFORD
BRIAN BINNS

JOHN BLANCHARD
JASON BOSINSKI
GREG BROWN
MIKE CHIARELLA
WALTER A. COHN
CORY COLPEAN
DOUG CRIPPS
JOHN DANGLER
JEFF DASH
ALEX DELACROIX
MARK ENDRES
EDGAR FLORES
DANIEL GREEN
MARK HILSTAD
DANIEL HOOK
ROBERT JACOBSON
CHARLES JARAMILLO
BYUNG-SOO KIM
KLAUS KLIMPFINGER
NOAH KUEHNAST
MICHAEL LALONDE
ROBERT LEWIS
JAMES LOISCH
RITA MCMAHON
REID MOORHEAD
BRUCE NETTLES
ROBERT NEVES
REED NOVISOFF
RANDY REASON
WALTER SAUNDERS
MAHIDHAR TATINENI
LYN TIEHEN
PAUL C. TURNER
DANIEL VILLANI
BURT WILKSER
XAVIER ZAVATSKY

NEW CLUB PILOTS

GREG PIERCE
SEAN LITTLE
BRETT BYE
ROBERT PAYNE
CHRISTOPHER HILL
MARK COSTELLO
MATTHEW VAN GUNDY
BRANDON WELLS
TOM DERN
JUSTIN LOOMIS
CHRISTOPHER MONDAY
CHARLES JARAMILLO
KENT FORDE
OLAF STOEFFELS
ANDREW VAUGHT
MICHAEL GARLAND
BRETT STOKES
JOSEPH BELCHER
PAUL SEPULVEDA
ERICK BORDUAS
REID MOORHEAD