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

Editor Candace A. Robinson

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EDITORIAL: WHAT'S UP? POLITICS & FARS ...

GREAT NEWS At its August 19th monthly meeting, the Long Beach Airport Advisory Commission voted to recommend that city council approve Boeing Realty's Douglas Park project, but without the housing component. Boeing Realty is pushing to build 1,400 homes, 3.3 million square feet of commercial space, 11 acres of parks and a 400 room hotel on 261 acres adjacent to the north side of Long Beach airport. Boeing Realty, a division of Boeing, formerly McDonnell-Douglas, is charged with selling off the real estate assets acquired with the McDonnell-Douglas purchase. Many people believe that Boeing's acquisition of one the largest employers in the city of Long Beach was to obtain the lucrative government contracts held by McDonnell-Douglas and to eradicate the competition. Recall how quickly the MD80 and MD11 aircraft lines were discontinued after the acquisition. Boeing inherited the good-will that McDonnell Douglas fostered for decades while it is attempting to undermine the well-being of the industry that it pretends to support. Houses on an airport are detrimental to healthy relationships with the community. While we are happy with the airport commission's recommendations,- it's still an uphill battle from here. The proposal goes to the city's Planning Commission in October then on to the City Council, possibly as early as November.

It came to my attention that at last month's CFI meeting it was said that to be in compliance with FARs to assure that your aircraft is paperwork airworthy is to check the logs before every flight. "Egads," I gasped, for that would require night flights to make an extra trip to LGB to look over the logs. One of the neatest things, I think, about our set up here, is that night flyers are not required the extra visit during office hours to pick up keys, check in or jump through any other hoops. However, it was a point well taken that perhaps the posted Daily Maintenance Status sheet needed to be revamped. So I met with our POI and MOI, the FAA operations inspectors assigned to LBFC, to involve them with a redesigned system. Discussion included what constitutes "due diligence. An in-depth logbook analysis could take weeks and the fact that if each flight of the over 10,000 hours flown per year pulled logbooks, we'd have piles of confetti in no time.

FAR 91.403(c) requires that no person "operate an aircraft ... unless the mandatory replacement times, inspection intervals, ... and related procedures ... in accordance with an inspection program approved under 91.409(e) have been complied with." Under the Part 61, 91, 135 and 141 regulations under which LBFC operates, this review includes: (1) annual inspection within the preceding 12 calendar months, (2) and annual or 100-hour inspection within the preceding 100 hours time in service (with 2 seldom-used exceptions), (3) a 91.207(d) ELT inspection within the preceding 12 calendar months, (4) a 91.411 and 91.413 "pitot-static/transponder inspection within he preceding 24 calendar months, (4) a valid ELT battery, (6) compliance with recurring airworthiness directives, and (7) any inoperative instruments or equipment rendered inoperative, placarded inoperative and entered into the logbooks per 91.213(d). Whew! It's not as complicated as it seems. We came up with an Aircraft Maintenance Status sheet for each aircraft, signed by our terrific A&P maintenance staff so that pilots will now have all this information in the aircraft tach & hobbs notebook. The due time for items (1) through (5) are listed, the recurring A.D.s are listed with their due times, and any 91.213(d) listed. As always, on checkrides pilots must be able to glean all this information directly from the logbooks and pilots are always welcome to peruse logs during office hours. Your thoughts? Any questions? Candy@LbFlying.com.

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N19674 – AVIONICS FOR TODAY'S PILOTS

Submitted By Mireille Goyer

Lately, I have been told that quite a few members are avoiding renting N19674 because they are intimidated by the avionics installed in that aircraft. That's understandable. Looking inside, one quickly notices that familiar old fashion NARCO or KING radios are not in sight. Instead, installed in N19674 is the best multi-function display on the market today (MX 20) with the Jeppesen Charts option, a great IFR-certified GPS/COM unit (GX 60) with a current database (most rentals with GPS do not maintain a current database), and a highly efficient NAV/COM (SL 30). Oh but wait. N19674 does not have dual VOR capability; it is has triple VOR capability. Well, that's simply too many ways to tell exactly where you are at all times, and that's a problem. A pilot's life isn't as much fun without being slightly lost all the time, is it?

N19674's set of avionics is different and slightly more complex initially that the standard old fashion set of radios. However, with a proper instructor checkout, you will quickly discover that the time invested was well spent. For example, you will rarely have to tune a frequency. After looking up the frequency in the database, you can automatically load it in the standby frequency field. Another time saving feature includes the automatic decoding of the Morse code to identify VORs. With a little more training, you can use the basic GPS features that will help you navigate, search for airport data, view airspace lateral and vertical limits, and much more. If you want to use the avionics during IFR operations, then additional ground and flight GPS training is highly recommended.

After you become familiar with the avionics, you will be amazed at how much your workload in the cockpit is decreased. More importantly, you will realize that your flight is safer with features such as quick access to extensive aeronautical data, a large moving map, and a terrain avoidance warning system. All of this for the rental price of a basic C172. What a deal!

To download avionics manuals, go to: www.garmin.com

For N19674 avionics checkout, you can me contact at 310-863-1373 or email me at cfi@flyinla.com.

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HELEN 'S CORNER

How Far Is Up? You can find the answer at the Tessman Planetarium at Santa Ana College. They recently installed a state-of-the-art projector that will give you a 75-minute fascinating and educational program. The fee is a nominal \$3.00. The Planetarium is located at Seventeenth St & Bristol in Santa Ana. For reservations telephone 714-564-6356.

Airplane Handling: A cold engine and high power settings are guaranteed ways to damage an engine. If you are the first flight of the day, please be extra vigilant. Don't over rev the engine on starting. Just crack the throttle (1/4-inch) to start. Taxi with the throttle set at 900 RPM and use extreme lean for taxi (especially in RG, 04U, 395, 26X). You must allow your engine oil to warm up before performing your runup. Do not perform a runup before 2- to 4-minutes, your temperature gauge should indicate in the middle of the arc. You can also use your cylinder head temperature gauge to indicate a warm engine. If runway 25 is in use, do not perform your runup at 7R. If 7R is in use, let the oil warm up first.

The **repair on the Seminole** of the crankshaft journal bearing cost \$7,000.00. This was caused by improper piloting skills: either performing a runup when oil was still cold or improper use of cowl flaps. Generally, cowl flaps should be open for climb and closed for descent and landing. However, the determining factor is where the cylinder temperature is located; if the temp needle is half or less - close; half or more - open; additionally, most cowl flaps also have middle positions. You should consider the atmospheric temperature, the oil & cylinder head temp and what maneuver is being performed. If the maneuver is a stress maneuver, i.e., climb, MCA, etc., then open cowl flaps. A lot of pilots either fly with cowl flaps open all the time which is cooling the engine excessively or closed which is overheating the engine. Both of these bad habits are potentially damaging to airplane engines. Don't fly like this. Learn to manage your airplane. When you descend, plan your descent so you do not need power off and don't forget to lean the mixture to help keep engine warm during descent. Part of learning to fly a complex/high performance engine is the addition of cowl flaps and constant speed propeller.

CFI Program. Wed, 29 Sep, 6:00 p.m. Nicole Cagnolatti, A & P, will show us the inner workings of a magneto. Everyone is welcome.

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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, MIREILLE GOYER and JOHN MAHANY for the help with this newsletter!

WHAT DOES IT MEAN? A recent squawk read "Main gear bald." Saves on getting the legs waxed, we suppose.

THANKS! To JACK BASHFORD for the donuts for the August CFI meeting!

ATTENTION ALL PILOTS! Revised tower enroute clearance (TEC) routes will go into effect on September 30, 2004. The new TEC (Mike) routes are available for previewing at: <http://www.socaltracon.faa.gov/tec/tecm.htm>.

EMAIL: If you would like to receive this newsletter or the LBAA newsletter via e-mail, send your address to club@lbFlying.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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SEPTEMBER 2004 SAFETY TIPS

BY JOHN MAHANY

If you don't like math, did you know that there is a quick and easy way to determine a reciprocal course, heading, or runway number? Reciprocals, or opposite headings, are 180 degrees apart on a compass. Another, simple way of arriving at '180' is to either first add or subtract 200, then subtract or add 20. This is because the number 200 is easier to work with than the number 180. This is also referred to as the 'plus 2 minus 2' rule. To illustrate, take the 1st two digits of any course, and apply the 'plus 2 minus 2' rule of thumb; if the first number is a 0 or 1, add 2. If the 1st number is a 2 or 3, then subtract 2. Do the opposite with the 2nd number. Do nothing with the 3rd number. This is because all compass numbers begin with a 0, 1, 2 or 3. Using this method, 360 becomes 180; 3 - 2 = 1; 6 + 2 = 8. The 3rd digit, 0, remains unchanged. Thus, the reciprocal of 360 is 180. Another example; 040 becomes 220; 0 + 2 = 2; 4 - 2 = 2; thus the reciprocal of 040 is 220. The reciprocal of 179 is 359 (1 + 2 = 3; 7 - 2 = 5); and 323 (3 - 2 = 1; 5 + 2 = 7) becomes 143. Try using this method the next time you fly or do some flight planning.

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C A L E N D A R

September 29: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm at LBFC.

October 2: 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!

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

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

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|----------------|---------|----------|------------------|
| JAVIER FERRERO | SOLO | C152 | REMINGTON ESTERS |
| KEVIN MENDONCA | SOLO | C172 | JACK BASHFORD |
| PAUL OVERACKER | PRIVATE | C152 | BILL ROSENBERRY |
| RICHARD VAUGHT | PRIVATE | C172 | BILL ROSENBERRY |
| JEFF DASH | PRIVATE | ARCHER | JOEY ROEHRICH |
| MIKE SEYMOUR | PRIVATE | C152 | BILL ROSENBERRY |
| HYO-RIM LEE | PRIVATE | C152 | HEISHU |
| GREG NELSON | CFI | C172RG | ALEX KOTHE |
| TODD ACKERS | CFI | C172RG | ALEX KOTHE |
| JULIO PIZANO | CFI | C172RG | ALEX KOTHE |
| ABEL BARBA | CFI-MEI | SEMINOLE | DAVE ALTCHULER |
| MIREILLE GOYER | APT | C152 | HELEN CRANZ |
| DANIEL GREEN | APT | C172RG | HELEN CRANZ |

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***GREAT IDEA TO EXTEND THE LIFE OF YOUR BRAKES!
 Except when holding in position, whenever on the runway, whether landing or taking off,
 PRETEND THEY'RE NOT THERE!***

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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

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

WALTER SAUNDERS
MAHIDHAR TATINENI
LYN TIEHEN
PAUL C. TURNER
DANIEL VILLANI
BURT WILKSER
XAVIER ZAVATSKY

NEW & REJOINED CLUB PILOTS

JOSHUA REED
CHARLIE MILNER
JAIME VILLANUEVA
SARA KELLY
ANDREW O'NEILL
CHUCK RICE
AARON GONZALES
JAMES EDGERTON
CHARLIE COX
DENNIS ELMES
CLIFFORD JUNIO
FRANK SOTELO
TRAVIS WANDELL