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

Editor: Candace A. Robinson

EDITORIAL: WHAT'S UP?

EIR UPDATE - The Planning Department had asked me to extend the 60-day appeal window to 90 days but after consulting several different sources it was decided that the best outcome would be achieved if my appeal were heard sooner rather than later. The thinking is that if the City Council hears the appeal prior to a decision about the September 22, 2004 letter I received from FAA Administrator Marion Blakely's office, perhaps I could win due to lack of evidence against not putting residential next to the airport. In that case, the rezoning of Boeing Realty's property would have the approval reversed and it'd be back to the drawing board. Hard to tell exactly what will happen but things are definitely looking good for us to prevent the housing on the airport's north side. The saga continues...

OPERATION CHRISTMAS CHILD will again this year collect shoeboxes filled with small toys and other items such as flashlights, school supplies, toiletries, clothing, books and hard candy. Since 1993 Christmas shoeboxes have been distributed to children in more than 60 war-torn and struggling countries. A collection box will be set up at Long Beach Flying Club for your donations of new items for children 2 to 14 years old. The club will then arrange, wrap and deliver the shoeboxes boxes to an Operation Christmas Child center. Help us share our holiday spirit -- please get your contribution to the club by November 21st!

HELEN'S CORNER

Soft Field Takeoff and Landing.

These two tasks are the most difficult to master and require the most practice. Examiners continue to report that this area is the most frequently failed item on a Practical Exam. Since we can only simulate, it requires you to visualize what is happening. Few instructors have been fortunate enough to have actually landed on gravel/dirt, grass or icy runways. I have numerous unimproved airport landings because I had a cabin in Mexico and we flew down every weekend. We landed at one dirt strip, refueled and then proceeded to our destination which was a 1500 ft gravel/dirt, sand, upslope runway with a cabin at the end of the strip and a mountain at the other. So, let's review our procedures.

Soft field takeoff: Set flaps before calling tower. When cleared onto runway, hold elevator full aft, release brakes and smoothly and slowly add a little power (not more than 100 to 200 rpm). Do not add too much power, start rolling and then reduce power. This is a guaranteed way to have you slid off runway if icy or dig in if dirt. Do not make a 90 degree turn to the centerline; make a wide, slow, smooth turn to the centerline. When on centerline, slowly add power as you remove your feet from the brakes. As your airplane builds momentum, the nose will want to rise so relax a slight amount of elevator pressure. After liftoff, lower the nose to level within a few feet off the runway (not 50-ft), and then look at your airspeed and climb out if you have Vx airspeed. Retract the flaps slowly after your climb is stabilized. Anticipate the aerodynamic descent while flaps are retracting so your climb attitude does not change.

Soft field landing: This procedure requires the use of a small amount of power. The power you use to get to the runway is not the power required for the procedure. Do not be a throttle jockey and add & subtract power. Do not use too much power with the resulting increased airspeed. Fly a stabilized approach, on glideslope and on airspeed. The addition of power is best added while in level off attitude. You only need a small amount of additional power. This enables you to fly down the runway while raising the nose to a full flair, full stall position. After touchdown continue to hold the elevator in the landing position until the nose comes down. Also, do not touch power because this is the power you will need to roll off the runway. Do not move your feet nor retract the flaps. Now, because we can only simulate a soft field landing, announce "Procedure Completed" then take power off; announce "Flaps Identified" then retract flaps as you exit the runway.

Soft/short takeoff: Do same as soft procedure. Do not make a 90 degree turn onto runway and do not add full power while holding the brakes.

Soft/short landing: Use soft procedure but execute simulation in a short distance (1500 feet). Visualize yourself in Mexico on a short gravel/dirt runway or pretend you are executing an emergency landing in a farmer's field with fences or hedgerows at both ends.

CFI Program. Wed, 17 Nov, 6:00 p.m. **Life as a Corporate Pilot.** Charles Ferguson, recently retired senior pilot for Boeing in Long Beach will discuss corporate flying. He flew both jets and helicopters during his tenure with Boeing. Everyone is welcome.

NOVEMBER 2004 SAFETY TIPS -- BY JOHN MAHANY

Books. Have you read any good books lately? In addition to whatever you have been reading during your flight training, there are many other excellent aviation books to choose from, to broaden your knowledge base. In other words, go beyond the Jeppesen Flight Training Manual. While it is an excellent text, please don't limit your reading to that. Also, if you need a temporary break from training manuals, proficiency and technique type reading, there are also good easy reading books, and novels to choose from. Check out Sporty's Catalog, and the Aviation Book

Company, both of which also have web sites, to name two. Some classics are Weather Flying, and Stick 'N Rudder. Depending on your interests, there are many to choose from!

O COME ALL YE PILOTS! MERRY CHRISTMAS HOLIDAY BUFFET

Club pilots, family and friends are all invited to the Long Beach Flying Club & Flight Academy Christmas party on Thursday, December 16th from 1:00 PM to 3:00 PM! We'll have all sorts of holiday treats! If you'd like to bring a dish for the potluck, call the club to get on the sign-up sheet. Come one, come all!

REVIEW OF THE HOLIDAY AND WINTER OFFICE HOURS

8:30 AM to 2 PM	Wednesday November 24, 2004	Thanksgiving Eve
Closed	Thursday November 25, 2004	Thanksgiving Day
8:30 AM to 2 PM	Friday December 24, 2004	Christmas Eve
Closed	Saturday December 25, 2004	Christmas Day
8:30 AM to 2 PM	Friday December 31, 2004	New Year's Eve
Closed	Saturday January 1, 2005	New Year's Day

EASIER WAY Submitted by Harry Leicher

(In September we printed an article about finding reciprocals. Here's another method.)

On the DG, find the bearing for which you want to find the reciprocal. Put the tail end of your pen on it, with the pen pointing at the opposite side.

The point of your pen is on the reciprocal.

If you're not in a plane (for example, taking a knowledge test) take out your E6-B. Do the same thing.

If you only have an electronic E6-B, you're stuck with the math. Hope your battery makes it through the exam. The "battery" on my old fashioned one will never needs replacing!

Blue Skies! Harry Leicher

RUNWAY INCURSION INFORMATION AND EVALUATION PROGRAM

From: http://www.faasafety.gov/notices/2004-Oct/12_RIIEP_Fed_Reg_Notice.pdf

1. Preventing Runway Incursions ⁽¹⁾ is one of the FAA's top safety priorities. To help achieve this goal, the FAA has implemented several initiatives to reduce runway incursions through enhanced education and training of pilots and maintenance technicians, and by gathering and evaluating data on the causes of runway incursions and surface incidents ⁽²⁾.
2. Initial RIIEP. During March 2000, the FAA implemented the Runway Incursion Information and Evaluation Program (RIIEP) for a period of 1 year. Through this program the FAA sought information about runway incursions by interviewing pilots involved in such events. Under the original RIIEP, pilots involved in runway incursions who cooperated with FAA inspectors by providing information about the incident were generally not subjected to punitive legal enforcement action for an apparent violation involving the incursion. We expected the pilot to share valuable safety information that would help us identify the cause of the runway incursion in which the pilot was involved. We wanted this information to determine root causes of runway incursions and to develop effective corrective actions to help reduce or eliminate this problem.
3. Renewed RIIEP. Because the original RIIEP produced new information about some causes of runway incursions, the FAA has renewed the program for a period of 24 months effective August 19, 2004 through July 20, 2005. The program has been modified to include:
 - A more extensive interview questionnaire to provide detailed information that could help us determine the root causes of runway incursions more directly.
 - An improved method for processing information collected under the RIIEP.
 - Collection of Surface Incident information.
 - Modified Enforcement Actions by FAA. To encourage participation in the renewed RIIEP and to assure pilots and/or maintenance technicians that the FAA will not normally take punitive legal enforcement action that typically would be taken for an alleged violation resulting from a runway incursion or surface incident, the FAA will normally process all reported runway incursions and surface incidents using counseling or administrative action.

1. Runway Incursion is defined as "any occurrence in the airport runway environment involving an aircraft, vehicle, person, or object on the ground that creates a collision hazard or results in a loss of required separation with an aircraft taking off, intending to take off, landing, or intending to land." Runway incursions are identified and tracked at towered airports (those airports with an operating FAA or contract tower).
2. Surface incidents, for the purpose of the RIIEP, are defined as only those incidents where an aircraft operated by a pilot or maintenance technician taxiing enters a runway safety area without a clearance but another aircraft was not present.

CONGRATULATIONS! EMAILED: I just wanted to give you some news, as I haven't been at the LBFC in a few weeks. I became the proud daddy of a little girl named Louise on Thursday evening. Louise is doing great at 7Lbs 14oz, and her mom is also doing just fine. I will try to stop by the club in a few days to say Hi. Jean-Michel Carlouet

NOTAM: Happy 24th anniversary -- November 15, 2004 marks Candy's twenty-fourth year here at the club!!! Also, believe it or not, October 27th marked our fifth year in our new building!

NOTAM: CHRISTMAS GIFT IDEAS -- give the gift of flight -- a Long Beach Flying Club gift certificate fits perfectly in that holiday stocking! We also have LBFC logo shirts -- polo shirts, sweatshirts and tee-shirts! If the stocking is big enough, a LBFC logo baseball cap, visor or mug will also be great for the pilot in your family.

TOP GUN AWARD goes to WON CHOI, logging the most flight hours in club aircraft in October! Runner-ups were ED RATLEDGE and STEVEN MICHAELS!

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

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.