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APRIL 2007 NEWSLETTER

HAPPY EASTER, HAPPY SPRING!

EDITOR CANDY ROBINSON

EDITORIAL



WHAT'S UP? MORE ATTEMPTS AT GENERAL AVIATION USER FEES

Recently I was asked to put together an article about user fees and the impact on general aviation. Here's a summary of what is available on AOPA.org:

FAA FUNDING AND GENERAL AVIATION TAXES

On February 14, the Bush Administration released its proposal for changing the funding mechanism for the Federal Aviation Administration. In short, here's what the administration proposal would do:

- Raise general aviation gasoline taxes 366 percent to 70.1 cents per gallon (jet fuel is increased from 21.9 to 70.1 cents per gallon)
- Allow the FAA to impose user fee charges on GA aircraft flying in Class B airspace
- Allow the FAA to charge landing fees at some 215 airports
- Charge the airlines user fees, instead of taxes, and reduce the amount the airlines pay to the federal government
- Create an airline-dominated board to help set user fee rates and run the air traffic control system
- Allow the FAA to set fees and spending with no recourse to Congress or the courts. (View the text of the Next Generation Air Transportation System Financing Reform Act of 2007 at <http://www.aopa.org/faafundingdebate/nextgenbill.pdf>)

States AOPA President Phil Boyer, "This isn't about blips, or funding, or whether individual pilots pay enough. It's about creating a radical new

way to pay for government safety services and turning control of safety over to private industry. It's about cost, safety, and freedom. It's about preserving general aviation and the freedom of average citizens to fly for business and pleasure."

The Issues:

- Does the FAA need more money?
- Is the current tax system "broken"?
- Who should pay how much towards FAA costs?
- Who controls the airspace system-Congress or the airlines?

The Players:

- The FAA and Department of Transportation want user fees to "match revenue to costs," to eliminate congressional controls on what they spend, and to charge pilots directly for FAA services.
- The big airlines want to shift some of the costs to support the FAA onto GA, and they want to control the air traffic control system and access to "their" airspace.
- The White House wants to take FAA funding "off budget" by charging user fees to free tax revenue for nonaviation uses
- General aviation wants to preserve a robust aviation system that is the envy of the world and that serves all citizens, not just the wealthy.

(continued page 2)

WORDS OF WISDOM FROM www.overtheairwaves.com Vol. IV No. 1

Tracking the Runway vs. Fly Runway Heading? As private pilots, we all learned the importance of maintaining our track over the runway as we takeoff. Designated Pilot Examiners (DPEs) find great delight in giggling us for our failure to maintain this runway alignment after we rotate and begin our climb. So we all become adept at compensating for wind drift as the runway slips away DIRECTLY below us.

Then we become instrument pilots and the rules seemingly change. Our ATC issued clearance instructs us to "fly runway heading."

In executing our ATC clearance, do we factor in wind drift to remain aligned along the extended centerline of the runway, or do we simply point the airplane on a heading that matches the runway number and ignore the wind?

This is not a major issue unless, of course, the wind happens to be blowing at 35 knots directly across the runway.

There is a difference! While wind drift correction may be required to assure our continued track directly over the runway when taking off, ATC's issued instruction to "maintain runway heading" IGNORES the wind. Remember, in the IMC environment, we cannot see what effect the wind is having on our track across the ground.

ATC knows this, too. If ATC observes our radar track sliding too far left or right of its intended track due to wind drift (or anything else), they will issue a correcting heading for us to fly. Keep this in mind whenever taking off!

The Correct Way! Every pilot from entry level primary student to ATP candidate needs to have real time training and experience in REAL instrument conditions.

Marginal VFR is a fact of life for most areas of the world. We all had better become accustomed and capable of safely extricating ourselves from an unexpected IFR penetration. We do this by finding a qualified CFII and spending time with that person in hard IFR. We do not need to enroll in a full-blown instrument training program (which is not a bad idea). Instead, go up, fly in the clouds, get comfortable controlling the airplane solely by reference to the instruments.

The important goal is to get comfortable in your new surroundings. Learn not to panic, to keep your wings level, talk with ATC, and how you would steer to the nearest VFR.

In summary . . . beware! There will be naive' flight instructors who will tell you that the best way to prevent an IFR emergency is to always remain clear of IFR weather. This is like saying that the best way to avoid food poisoning is to remain clear of contaminated or spoiled food. Good in theory, but this will cut deeply into your dining out experiences!

No . . . VFR-only pilots should not be hanging around clouds or operating in marginal VFR conditions. Remember, however, stuff happens and it is best to be prepared.

Many years ago, Earl Nightengale, said, "You don't know something you never learned...and...You don't know something you've forgotten." He fathered a billion dollar industry based on our need to replenish and improve on what we already know. In the world of aviation we call that Recurrency, and help is on the way. A Private Pilot Ground School is currently in progress and, although you have been there before, here is a chance to Revisit, Review, and Renew what you already know. Choose from the following list of subjects available Tuesday and Thursday evenings 6:30 to 9:30. And call me, Hank Smith, for sit-in privileges. It won't cost you a billion dollars. **(562)-424-2288**

New Classes, Seminars, and Workshops will be forming. Want more info? Stop by the new Classroom Corner Information Board, Located, (Duh), next to the Classroom.



**HANK SMITH'S
CLASSROOM
CORNER**

DATE - SUBJECT

4/5 A/C Systems Part 1
4/10 A/C Systems Part 2
4/12 Airport Operations
4/17 Communications
4/19 Airspace
4/24 Charts
4/26 Navigation
5/01 Meteorology 1

DATE - SUBJECT

5/03 Meteorology 2
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

ACCOMPLISHMENTS



CONGRATS
to JAE
CHUNG, top
CLUB CFI
for March,

logging the most hours of
dual given in club aircraft!
Runner-ups were
RICHARD GARNETT and
PAUL RAYMOND! **TOP
GUN AWARD** goes to
SUNIL TANDON for
logging the most flight
hours in club aircraft in
March. Runners-up were
YAO YUAN WAN and
SHIJI MATSUSE!

CONGRATULATIONS
to club alumni
GABYEAL YU who has
recently joined Korean
Airlines as a C-560
Instructor in their Jet
Transition Program.

KIM KELLY	SOLO	C152	CFI RICHARD GARNETT
DAVE LOCKE	SOLO	WARRIOR	CFI RICHARD GARNETT
JOE KIRK	PRIVATE	C172	CFI CODY PIERCE
KYUNG HWAN YOO	PRIVATE	C152	CFI JAESEONG OH
JONAH STEINBERG	PRIVATE	C152	CFI RICHARD GARNETT
ERIC ALFORD	PRIVATE	C152	CFI CODY PIERCE
SUNIL TANDON	INSTRUMENT	C152	CFI RICHARD GARNETT
YOO CHANG JOO	INSTRUMENT	C152	CFI JAESEONG OH
SUNIL TANDON	MULTI/COM	SEMINOLE	CFI DALE CHOPPIN
RICHARD GARNETT	MEI	SEMINOLE	CFI DALE CHOPPIN
JONG SIN SUN	MEI	SEMINOLE	CFI JAESEONG OH
JAE CHUNG	APT	C152	CFI JAESEONG OH
RICHARD GARNETT	APT	SEMINOLE	CFI JAESEONG OH
MIKE SEYMOUR	APT	C172RG	CFI JAESEONG OH

**NEW & REJOINED
CLUB PILOTS!
WELCOME!**



- Vladislav Borodulin*
- Yangsuk Cho*
- Timothy Clark*
- Nick Daniel*
- Guillermo Duran*
- Tony Fryklund*
- Kevin Holbrook*
- Shawn Krumwied*
- Robert Lee*
- Shinji Matsuse*
- Shun Okamoto*
- Steve Pause*
- Tobias Sands*
- Daniel Santos*
- Kirk Savagian*
- Shawn Scotland*
- Yukihiro Shimizu*
- Siwaporn Sritahar*
- Ben Trumble*
- Melvin White*

Continued from Page 1

The Timeline:

Congress must take action by October 2007, as the existing authority to collect aviation taxes on fuel, passenger tickets, and air cargo waybills will expire.

Contacting Congress:

As Phil Boyer covered in his open letter to members (<http://www.aopa.org/whatsnew/newsitems/2007/070220funding.html>), AOPA will be asking members to contact Congress at key times as the FAA funding issue progresses through the legislative process. Experience indicates that this is the best approach because a member of Congress will typically focus on FAA funding when it is coming up for consideration in a committee or by the full House or Senate. Some members have already received a request to write their member of Congress. But if you haven't and want to do so now, you can do this by making the following points on your personal or business stationary:

1. Introduce yourself by describing how you use your pilot certificate.
2. Express your opposition to the ridiculous fuel tax increase in the FAA plan by explaining what effect the tax on avgas going from the current 19.4 cents per gallon to 70.1 cents per gallon would have on your flying. (For turbine fuel users, the tax would escalate from 21.8 cents per gallon to 70.1 cents per gallon.)
3. Urge them to reject the Bush administration's request for air traffic control user fees for any segment of aviation by explaining that this is a major step toward privatizing the ATC system, placing it in the hands of FAA bureaucrats and the airlines by diminishing, and ultimately eliminating, congressional oversight of the nation's air transportation system. By the FAA's own admission, the system provides the world's safest airspace and handles more than six times the traffic of the next largest air traffic service organization.
4. While the FAA claims that the changes are needed because the current financing system is "broken,"

share with your representative that, based on projections using Office of Management and Budget data, the FAA can be funded using the existing system of aviation taxes. The radical changes proposed by the FAA are not needed to keep the U.S. aviation system vibrant and successful.

5. Conclude by asking if they will agree to oppose this plan and work with AOPA and others in the general aviation community to develop a reasonable and balanced plan for financing the FAA and modernizing the air traffic control system.

These talking points are helpful, but writing your own personal message is important. It is far better to send a personalized letter than an e-mail on issues like the future of the aviation system. All e-mails look alike, yet letters are unique. Letters emphasize the fact the writer is in the congressional district and often the letterhead illustrates the business and other relevant background of the author.

Please send your letter by fax (the fastest and best way to communicate with Congress), then follow up by mailing a copy.

Use the information below to contact your members of the House of Representatives or Senate. Please be sure to fax (301/695-2372), email (FAA_funding@aopa.org) or mail AOPA a copy of any letter you send or response you receive from your representative.

Juanita Millender-McDonald (D) California 37th
Torrance Office: 970 West 190th Street
East Tower, Suite 900, Torrance, CA 90502
Phone: (310) 538-1190, Facsimile: (310) 538-9672
<http://millender-mcdonald.house.gov/>

Boxer, Barbara- (D - CA), Los Angeles Office: 312 N.
Spring St. Suite 1748, Los Angeles, CA 90012
(213) 894-5000, (213) 894-5042 fax
<http://boxer.senate.gov/>

Feinstein, Dianne- (D - CA) Los Angeles Office: 11111
Santa Monica Blvd. # 915, Los Angeles, CA 90025

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH for the help with this newsletter!

EMAILED: Hi Candy and Sue, just when I (we) thought the time is up and we are able to escape from the Arizona furnace, things changed again (this time for the better). 2 weeks ago the owner of the aircraft informed us, that he is moving the plane to a different charter company and our employment with Globaljet might be over. He offered me to stay with the aircraft as captain and join Aero Jet Services. I applied and got the position as captain with a compensation I couldn't refuse. So we have at least another summer in Scottsdale. I'm at SimuFlite in Dallas, TX for my upgrade right now. It seems so fast 10 1/2 month ago I was still driving 26X over the practice area. I sure miss it..... Take care, Joey R.

BORROWED? Whoever borrowed the garden hose from the front yard of the club, please return it! It's a big hassle to move the hose from the back to the front and return each time to water. Thank you!

- C** April 17-23: 33rd annual *Sun 'n Fun Fly-In, Lakeland Fla.* For info see www.sun-n-fun.org.
- A** April 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 April!
- L** May 5: "The Fight for China," featuring P-40/A6M Zero, CAF Camarillo (CA). Aviation Art of Thomas Van Stein. Contact (805) 482-0064.
- E** May 19-20: Planes of Fame Airshow, Chino, Calif. Airport. Contact (909) 597-3722 or see www.planesoffame.org.
- N** May 25-27: 43rd annual Watsonville Fly-In & Air Show, Watsonville, CA Airport. Contact Dave Brockmann at (831) 763-5600 or www.watsonvilleflyin.org
- D** May 30th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.

**HAPPY
APRIL
BIRTHDAYS**



- WILLIAM ARMET
- JAE CHANG
- PAUL CLAEYSSENS
- GILLES CONTI
- MARK CRAWFORD
- JAMES CURTIS
- DWIGHT DENNIS
- DANON FREAR
- RICHARD GARNETT
- KEVIN HOLBROOK
- CHRIS HOPKINS
- JOON-TAE KIM
- EMI KENNEDY
- LARRY LARKIN
- URI LEVY
- KEVIN MENDONC
- CARLOS ROSSIL
- DANIEL SANTOS
- YUKIHIRO SHIMIZU
- FEDERICO SILVESTRI
- JONG SIN SUN
- SUTHIWAT SUPINA
- NICHOLAS TAYLOR
- DANIEL VARGAS
- JORDON VAUGHN
- LOU WARDE
- THOMAS WATSON
- LANCE WEBB
- DAVID WIESE