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APRIL 2009 NEWSLETTER

HAPPY EASTER, HAPPY SPRING!

EDITOR CANDY ROBINSON

EDITORIAL **WHAT'S UP? ATTENTION TO PREVENTING RUNWAY INCURSIONS**



On the program for our February CFI meeting were some of the most interesting people you'd ever meet (second, of course, to fix-wing pilots) — tower controllers from LGB. Three of these brave souls gave presentations on different aspects of runway safety. The following is my interpretation of one controller's presentation. Keep in mind this is from my notes so any errors, legal or otherwise, are completely my own. While some of the line items assume LGB airport diagram, keep in mind the attention to be given for the destination airport(s).

33 WAYS TO AVOID A RUNWAY INCURSION

1. Study the airport diagram during preflight planning. Test yourself by drawing the airport layout and labeling the taxiways from memory.
2. After receiving the destination ATIS during the descent checklist, self-brief on the taxi plan to your destination on the airport.
3. When taxiing at an unfamiliar airport, drag the controller into the discussion if you are unclear about any part of the clearance.
4. Don't bluff controllers. Confessing "I don't understand" is infinitely better than begging forgiveness later.
5. Progressive taxi instructions are chunked into two or three command segments and are always available when a tower is open.
6. Write down all clearances, especially taxi clearances, so that it can be reviewed, clarified, and double-checked.
7. Do not taxi too quickly onto the active runway, even if cleared for an immediate takeoff. Don't worry if the clearance gets cancelled because of a slow reaction. "Unable" is a phrase that gives all involved more time - and is less expensive than beginning a take-off roll from the wrong runway.
8. Have your NOAA or Jeppesen airport diagram posted on the yoke with the highlighting on the expected taxi route.
9. Whether your cockpit has "steam gauges" or all glass, use all available tools. In a glass cockpit, use the "safe taxi mode". With traditional equipment, set the directional gyro before beginning taxi (recheck during the runup portion of the checklist) for reference.
10. Talk to clearance delivery regarding your "expected taxi route" -- hit up the local guy with any questions you might have. Review the clearance before proceeding any further.
11. During the taxi to the runway, taxi only -- no checklists, do not set up navigation radios, do not engage in idle conversation. Practice sterile cockpit.
12. Stay conscious, be alert, pay attention, stay focused. If something doesn't feel right, it probably isn't.
13. If there's a question, make it short - three words can fit into even the busiest frequency.
14. Read back all hold short clearances.
15. Read back all runway assignments. ATC is required to get that from you and won't let up until they get it.
16. If you don't know, stop and ask. The best word in aviation jargon is VERIFY. It enables others to analyze what you think you heard.
17. Take an AOPA runway incursion prevention course. Part 135 and Part 121 crews are required to have training in incursion prevention.
18. Keep in mind that you cannot cross the runway from which you plan to take off. If your taxi plan looks like that will happen, you need clarification.
19. Controller should be chunking ground taxi instructions, even for the big guys, especially at night.
20. Study hotspot charts if available for the airport. There has been one developed for LGB and is available at the club or

(cont. on page 2)



INTRODUCING LBFC GROUP FLY - INS! By Richard Garnett



To promote group activities, meet other members of the club, and share in some local "Flying Adventures", we are going to organize a monthly LBFC Fly-in. We will be planning trips to various So Cal airports for lunches, aircraft displays/museums, air shows etc. We will have a sign-up sheet at the counter for members who will be reserving and piloting the airplanes, and also a sheet for those just looking for a ride. Costs should be shared by everyone in the plane.

Our first trip is scheduled for Sunday, April 26th, to Camarillo Airport for their famous weekly "TRI-TIP BBQ". We will plan a "group mission launch" from LGB for 12:00 noon and lunch around 1:00 PM. We will have tables reserved for us.

Other possible trips include: Chino Air Show, San Diego Montgomery Airport (MYF) for Mexican food, Palm Springs Airport (PSP) museum, and the famous "Harris Ranch" (308) for steak dinner. Anyone with suggestions for other destinations and events are welcome! Any questions, call Richard Garnett -714.328.4386

CLASSROOM CORNER HANK SMITH



**HANK SMITH'S
CLASSROOM
CORNER**

Hooray!! Congratulations to Kyle Lance, Isaak Navarro, and Sunit Kakkar, who all graduated from the Private Pilot Ground School on Thursday, Mar. 26th. What is especially notable is that they are (re) attending some of the classes in the new ground school that began Tuesday, March 31st. (at no additional cost to them.) The reason there is no cost? All graduates are welcome (and encouraged) to attend any subsequent class-at no cost- until they attain their Private Pilot Certificate. (You might say our policy is: "One Pay - Continue to Play").

I've used this Ben Franklin quote before, but it applies so directly here that I offer it once again..... "An investment in knowledge always pays the best interest."

Piloting an airplane requires Knowledge - Applied. I believe our "Classroom Corner" approach is a way to make available information and concepts for safe, skillful flying. I have posted the Private Pilot Ground School calendar on the Classroom Corner whiteboard as well as the class schedule/subject sheet at the front door, so you will know what subjects are coming up. So, whaddya say? No matter if you're a student, a graduate, or a rated pilot -

Come on down - We've got Knowledge as good as College **Hank (562) 424-228**

ACCOMPLISHMENTS

BRETT NESLEGE	SOLO	C-152	CFI DANIEL GREEN
PHONG TRAN VU	SOLO	C-172	CFI DONALD MIKAMI
FERNANDO CANTORAN	SOLO	C-152	CFI CODY PIERCE
RODNEY CONNER	PRIVATE	C-172	CFI JACK BASHFORD
ERWIN CHOW	PRIVATE	C-172	CFI RYAN DAVIS
RYAN KAM	PRIVATE	C-172	CFI CODY PIERCE
ROB LOVEJOY	PRIVATE	C-172	CFI RYAN DAVIS
AXEL KOLLESBERGER	COMMERCIAL	C-172RG	CFI CODY PIERCE
SANG WOOK LEE	COM MULTI	SEMINOLE	CFI D.GREEN/J.CHUNG

 CONGRATS to RICHARD GARNETT, top CLUB CFI for March, logging the most hours of dual given in club aircraft! Runners-up were CODY PIERCE and RYAN DAVIS!
 TOP GUN AWARD goes to IN GEON HWANG for logging the most flight hours in club aircraft in March. Runners-up were MINKI KWON and YOUNG JIN HEO!!!
 ALUMNI UPDATE: MELVIN WHITE is copilot of the Embraer 145 Regional Jet for American Eagle! Melvin is based in Dallas, Texas.
 EMAILED: Flying Pilatus PC12 is great and very good experience for me. It was a big step to fly modern turboprop aircraft equipped with devices I never operate before (for egz. autopilot, GNS, EFIS, whether radar, TCAS etc). NG2 company I work for is a leader in making and selling boots in Poland, also investing in building new mall centers. I have a possibility to fly around Poland, Italy, France, or Switzerland. Life of corporate pilot is not so bad :) From the news letters I can imagine Long Beach Flying Club is going OK. Best greetings for you and all members of the Club. Andrzej Lejczak

(Cont. from Page 1)

www.lgb.gov. It shows where incursions have the most potential to occur.

- Before crossing any runway, whether cleared across an active runway or simply an inactive runway, look left, look right - just like crossing the street.
- A landing clearance will include any traffic that may be holding in position on the airport. A landing clearance will not be issued if the traffic is holding on your runway.
- It is a good idea whenever crossing a runway to light up exterior lighting.
- Taxiing slow works. Taxiing fast -- things get missed.
- Monitor the correct frequency!
- Use caution - radios can squeal, call signs can sound similar, the mind can play tricks with expectations of a specific clearance. Better to blow a crossing window, than to cross without the window at all.
- "See it, say it." Don't let a warning go unspoken: if you see something about to happen, speak up. Many years ago, one of our Seminoles was in a landing flare without the gear down. The commotion on the frequency alerted the hypnotized pilot to initiate a go-around with minimal damage to the hardware.
- Use taxi lights at night.
- Practice airport signage with flash cards, available on www.aopa.org.
- Increase your level of situational awareness: other aircraft, other runways, other voices. Have an entire picture of the airport diagram and the players in your mind.
- After exiting the runway, tell the ground controller exactly where you exited the runway. In 99 times out of 100, your aircraft won't be confused with anybody else on the airport. But that one time . . . Think ahead. Note the name of the connector to the taxiway before you turn on it. It is possible when completely clearing the runway (as at F1 and F2) to pass the taxiway sign, leaving the pilot with the potential to be confused.
- On takeoff roll, don't goose the throttles. Note "runway clear" on takeoff.
- A word to all pilots, whether tons of experience or only ounces, don't fly if not ready. Life can be frantic, just park it if unable to leave the turmoil on the ground.

Prevent a runway incursion BONUS: A word to the student pilot: confess "student pilot" on your first transmission, on tower and ground control. The controller becomes a partner with the flight and will watch the flight more closely.

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, JJ, ANDRZEJ LEJCZAK and RICHARD GARNETT for the help with this newsletter!

C A L E N D A R	April 26:	Sunday, April 26th, to Camarillo Airport for their famous weekly "TRI-TIP BBQ". Launch from LGB 12:00 noon, lunch around 1:00 PM. Contact: Richard Garnett -714.328.4386.
	April 29:	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 2:	Chino Monthly Event includes seminars and, weather permitting and whenever possible, flight demonstrations by appropriate aircraft. Seminars start at about 10am and last till about 2pm and occur on the first Saturday of every month. Contact 909.597.3722
	May 3:	Santa Paula - 1st Sunday of each month, Antique cars Planes Hangers, Museum.
	May 16:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.
	May 27:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!

NEW & REJOINED CLUB PILOTS! WELCOME!



- TURGUT AYTUR*
CAM BARNES
MARTIN BURNHAM
WAYNE DIU LIO
NATALIE ELLIS
RAMY AWAD HAMZA
JEFF HEBERT
YAZ IRANI
KI MEONG KIM
DEVON OLSEN
TED PRILL
EMILIO SANCHES
BRENT STEPHENSON
BEN TRUMBLE
MELINDA WASMUND



- HAPPY APRIL BIRTHDAYS**
WILLIAM H. ARMET
JOSEPH BELCHER
JAE CHUNG
GILLES CONTI
JOEL DAVIS
PAOLO DECENSI
DWIGHT L. DENNIS
DANON FREAR
RICHARD GARNETT
STEVEN HOLTER
GARY LAZENBY
AARON URI LEVY
JOHNNY LIN
EDWARD V. PACHECO
RYAN ROBINSON
DANIEL SANTOS
FEDERICO SILVESTRI
LANCE WEBB

Tailgate party during President Obama's TFR, March 18th — hey, we couldn't fly so let's hang out!

Photo Credit (right & below): Cody Pierce



Photo Credit (above): PressTelegram.com

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There are three ways to obtain the gift of flight:

1. Stop by and pick up a gift certificate during our office hours (8:30 am to 4:30 pm daily). You can purchase accessories to go with the gift certificate such as a visor, aviation mug or LBFC logo shirt.
2. We can send you a preprinted gift certificate for any denomination you wish -- just give us a call! We'll charge your credit card and get the gift certificate in the next out-going mail.
3. We can email you a gift certificate. Send us or call us with a credit card number to activate it for any denomination you wish. You will be given a Gift Certificate number to fill in at the bottom of your printout.

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