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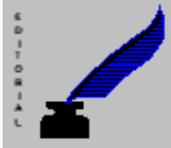
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JULY 2009 NEWSLETTER

HAPPY FOURTH OF JULY!

EDITOR CANDY ROBINSON



WHAT'S UP? STINKING BADGES? To steal a quote from the pappy of a wise friend, "If you can remain calm when all those about you are losing theirs, and blaming you . . . perhaps you don't understand the situation."

Effective June 1, TSA Security Directive (SD) 08G requires pilots to undergo a security threat assessment (STA) and receive a security badge to have unescorted access to air carrier airports. Note, air carrier airports, not air carrier ramps. LGB is ramping up to issue 3,000 to 4,000 or more badges, with associated photos and STAs.

How can requiring a badge (not required to be displayed externally) and a background check possibly have a bearing upon the security of the air carrier ramp that is over one mile away? Pilots already have to carry documentation to fly aircraft: their FAA pilot license, government-issued photo identification and a medical certificate; add a passport with the appropriate visa for non-US citizens; add a green card or original naturalization paperwork for naturalized U.S. citizens; add a Flight Instructor Certificate to give flight instruction. These required documents more than adequately document the identity of a pilot and justify their presence on the airport. We don't need no stinking badges!

(cont. on page 2)

"YOU CAN NEVER B-2 SECURE" by BRET BEDARD

We used to make fun of it; we thought it was so cheesy- this very much intended pun brilliantly concocted by the wizards over in back office, by those despised by us because they had nice, cozy desk jobs while we were scattered around the cold, cold perimeter. "You Can Never B-2 Secure," yielded only on occasion to "You Can Never B-2 Safe," as the letterhead placed atop many a circulated memo at the 509th Security Forces Squadron, Whiteman Air Force Base, Missouri.

As a member of the 509th for almost four years (May 1999 -January 2003), I helped to protect and safeguard the subject of the pun: the B-2 Bomber, as well as its nuclear and conventional payloads. Now, as a member of the Long Beach Flying Club, I hope to bring some perspective to our culture as we shape our views on security in a changing climate.

The flight line of an Air Force base, with live ordinance, jet blasts, high-noise factors, hazardous materials handling, restricted areas, and moving vehicles, all within a fast-paced, mission oriented environment, is an awfully serious place. As a security policeman, my job was to protect the personnel and property within this environment. In order to accomplish this, we were outfitted with the latest in equipment and weaponry, we deployed state of the art sensors around the perimeter, and utilized a surveillance system that gave its operator a bird's eye view of any area within the flight line. With all this high tech gadgetry at our disposal, you would think we caught a lot of bad guys, right? In fact, during my almost four years of service, I did not apprehend a single individual on the flight line, or in the weapons storage area, who intended to do harm. The issues we did have involved those who had forgotten their badges, which were supposed to have been worn in plain view at all times, or those authorized in one area that had strayed into another by accident. In short, they were members of our own team.

I like to think of the Long Beach Flying Club as a team as well, and although it is a place of business, and it has its own inherent flight line dangers, I tend to relax a bit more around it than I did on the Air Force flight line. I have been very fortunate to be able to teach at the club as a CFI now for a bit longer than I spent with the Security Police. I have enjoyed the immense personal growth to be had by working with students of all skill levels, and from many different nations. I have spent many hours at the club, and just as at the air base, I struggle to remember an occasion where I encountered an actual and intentional threat to our security or safety.

Operation Airport Watch, gated security fences, airport security guards, and our own vigilance make up our security plan -- far short of the technology put in place at the Air Force base. However, while the goal of the Air Force base was to protect personnel and assets at all costs, ours is to promote this activity we all love- flying airplanes. We don't want to build our security like that of an air base. We want to build a welcoming, accessible place for our team- the current and future members of our flying club. It can already be very difficult for a person curious about flying to walk through our doors alone and start asking questions. Let's be careful not to create other barriers in the form of fearful stigmas. "You Can Never B-2 Secure" might work for an air base, but after a certain point, security mindedness may cost a flying club just what makes it a flying club.

HARRIS RANCH FLY-IN — Saturday July 25th — By Richard Garnett

Our first fly-in to Camarillo Airport for the Tri-Tip Bar-B-Q was great success! We had three airplanes and nine people attend. Checkout our new website dedicated to these LBFC Fly-ins: <http://lbfcadventures.shutterfly.com> . There are some GREAT images of our Camarillo trip for you to see. A special thanks to Dave Locke for setting this up! We will be posting photos and comments for each fly-in adventure on this website.

Our next fly-in will be to "Harris Ranch" (airport identifier - 3O8), for their famous steak dinners. This fly-in is scheduled for Saturday, May 16th. Harris Ranch is near the town of Coalinga, CA., approximately 180 nm northwest of Long Beach. If you have never been there, here is your opportunity. The airport is located right next to I-5, and the runway is only 30 feet wide! So bring your best takeoff and landing skills! The Harris Ranch restaurant is a short walk from the ramp.

We are planning to meet at 1:00 PM at the club and launch at 2:00 PM. The flight is approximately 2 hours each way. We will plan on leaving Harris Ranch at around 7:00 PM and return to Long Beach by 9:00 PM.

A sign-up sheet will be placed on the counter in our lobby. Any questions, call Richard Garnett - 714.328.4386

CLASSROOM CORNER HANK SMITH

"To teach is to learn twice."-- Joseph Joubert

What a beautiful summer... Warm days, plenty of sunshine. Certainly not the kind of weather that would inspire thoughts of Instrument Flying, or more specifically, the classroom study of Instrument Flying. Combine this with sketchy advertising and poor follow-up by yours truly and you have an IFR Class that's not ready to start.



So, like a computer that simply needs a Restart to work properly, I am going to Re-schedule the IFR Class to begin Monday evening, August 3rd. You need two things for a successful class:

1. A prepared and dedicated Instructor
2. Registered students ready to learn. Hell, that goes for any class.... So here's what's coming up...
 - Private Pilot Ground School - Tue/Thu evenings - Begins July 21st.
 - Instrument Rating Ground School - Mon/Wed evenings - Begins August 3rd.
 - Aircraft Dispatcher - Sat/Sun (13 weekends) - Begins September 5th.
 - Students (and their Instructors); I offer a "Pre Check-Ride Evaluation" to help you "Pass the first time".

My hours are by appointment and I have added the initials FAA after my name. (Free Advice Anytime). So, call me, E-mail me, My door is open...ETC.H a n k S m i t h

**HANK SMITH'S
CLASSROOM
CORNER**

ACCOMPLISHMENTS

KEVIN KUSKE	Solo	C-172	CFI JACK BASHFORD
GILBERT "VIPER" PUNZALAN	Solo	C-152	CFI PAUL RAYMOND
KI MEONG KIM	Solo	C-152	CFI JAE CHUNG
MIN KI KWON	IFR	C-152	CFI JAE CHUNG
DAVID KIM	MEI	Seminole	CFI DANIEL SANTOS

CONGRATS to **MYEONG KIM**, top **CLUB CFI** for June, logging the most hours of dual given in club aircraft! Runners-up were **RICHARD GARNETT** and **DANIEL SANTOS**! **TOP GUN AWARD** goes to **YOUNG JIN HEO** for logging the most flight hours in club aircraft in June. Runners-up were **MINKI KWON** and **PRATIK PAWAR**!!! **CONGRATULATIONS** to **EDWARD GALLOWAY** on his acceptance to the Air Force Academy! **EDWARD**'s flight instructor is **RICHARD GARNETT**.

(Cont. from Page 1)

Why is there a problem with STAs for pilots? Since September 11, 2001, there has been a flurry of legislative and regulatory activity by federal and state governments, which we pilots have borne most of the brunt, some of which has not made much sense. Writes John S. Yodice, AOPA Magazine, June 2003, "Unprecedented rulemaking allows the FAA to suspend and revoke a pilot certificate if the TSA determines that the pilot poses, or is suspected of posing, a "security threat." The due process procedures that pilots have enjoyed to protect their certificates from arbitrary and groundless government action are useless under these new rules. An FAA airman certificate can be suspended or revoked on an emergency basis, that is, an immediate grounding, based on a security decision made by the TSA behind closed doors, without an opportunity to be heard by the FAA before such action is taken. It can be done on mere suspicion that a pilot poses a security threat. It can be done without the FAA or TSA ever having to disclose the evidence on which they relied in taking this drastic action. And it can be done without affording the pilot any effective appeal to the National Transportation Safety Board, such as pilots now enjoy in non-security cases."

A letter campaign to our Senators regarding HR2200, designed to give TSA guidance that all security directives would need to pass through a review process, will have impact. HR2200 just passed the House of Representatives and is being reviewed to be introduced in the Senate. It is important to stress that this bill apply retroactively to TSA Security Directives.

There are too many questions left unanswered. Or perhaps I just don't understand the situation.

FOR IMMEDIATE RELEASE: JOHN SHANNON MAHANY, Master CFI

John S. Mahany, a 4-time Master, renewed his Master CFI accreditation on June 10, 2009. John teaches with Flight Safety International and is an independent flight instructor at the club. He is also a flight advisor for EAA's Chapter 7 and serves as a FAA's Long Beach FSDO area.

Master Instructors LLC takes great pride in announcing a significant aviation accomplishment on the part of John S Mahany, a Flight Safety International instructor and resident of Long Beach, California. Recently, John's accreditation as a Master CFI (Certificated Flight Instructor) was renewed by Master Instructors LLC, the international accrediting authority for the Master Instructor designation as well as the FAA-approved "Master Instructor Continuing Education Program." He first earned this national professional accreditation in 2003.

To help put these achievements in their proper perspective, there are approximately 92,000 CFIs in the United States. Fewer than 700 of those aviation educators have achieved that distinction thus far. The last 14 national Flight Instructors of the Year were Master CFIs while John is one of only 49 California teachers of flight to earn this prestigious "Master" title. In the words of former FAA Administrator Marion Blakey, "The Master Instructor accreditation singles out the best that the right seat has to offer."

The Master Instructor designation is a national accreditation recognized by the FAA. Candidates must demonstrate an ongoing commitment to excellence, professional growth, and service to the aviation community, and must pass a rigorous evaluation by a peer Board of Review. The process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Designees are recognized as outstanding aviation educators for not only their excellence in teaching, but for their engagement in the continuous process of learning -- both their own, and their students'. The designation must be renewed biennially and significantly surpasses the FAA requirements for renewal of the candidate's flight instructor certificate.

Questions regarding the Master Instructor program may be directed to 303-485-8136 or MasterInstr@aol.com Additional information is available at www.MasterInstructors.org and at the Society of Aviation and Flight Educators (SAFE) website, www.SafePilots.org

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

C A L E N D A R	Jul 25:	HARRIS RANCH is the destination for the next LBFC FLY-IN (airport identifier - 308) for one of their famous steak dinners. We are planning to meet at 1:00 PM at the club and launch at 2:00 PM. The flight is approximately 2 hours each way. We will plan on leaving Harris Ranch at around 7:00 PM and return to Long Beach by 9:00 PM.
	Jul 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 July!
	Aug 1:	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
	Aug 2:	Santa Paula - Aviation Museum of Santa Paula First Sunday Open House and Vintage Aircraft Fly-In. Contact: 805 525 1109 www.amszp.org.
	Aug 8-9:	USN Blue Angels, USA Golden Knights Salinas, CA. www.blueangels.navy.mil.
	Aug 15:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show, www.flabob.org.
	Aug 26:	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!
	Sep 19-20:	Reno Air Races, Nevada. USN Blue Angels will be performing, www.blueangels.navy.mil

NEW & REJOINED CLUB PILOTS! WELCOME!



- MATTHEW REESE*
- MICHAEL GILBREATH*
- BRIAN DENOVDEN*
- BRIAN AY*
- MATTHEW BRAUNSTEIN*
- GARY FAURE*
- NATALIE SCOTT*
- BENJAMIN DAVENPORT*
- THOMAS BRIEN*
- DAVID SCHOONOVER*
- MOHAMMED RAJANI*
- SOLOMON WILLIAMS*



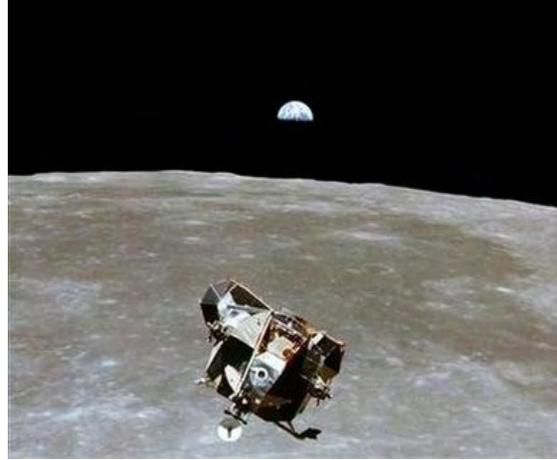
- HAPPY JULY BIRTHDAYS**
- ERIC ALFORD*
 - DERIN ALLARD*
 - DAVID AYALA*
 - CAM BARNES*
 - JAMES BERSIG*
 - JEFFERY RAY COOPER*
 - JOSE CORDOVA*
 - NEAL COYLE*
 - KEITH EDEY*
 - WILLIAM FINKEN*
 - JASON GROW*
 - IN GEON HWANG*
 - HYDER ZAHED*
 - KEVIN JACKSON*
 - GREGORY JOHNSON*
 - MINKI KWON*
 - RUDI LIMICH*
 - GLENN MAPLES*
 - ARTHER MASAOKA*
 - MICHAEL OLIVIERI*
 - JESUS PERALES*
 - TONY PERSUITTI*
 - JEFF PUFFER*
 - PRASANT RAM*
 - CHRISTOPHER ROSENFELT*
 - DEVENDRA B SASNE*
 - RICK SHARP*
 - ARJUNA P. SOMARATNA*
 - RYOTA SUZUKI*
 - KEN THOMAS*
 - THOMAS VOGELSANG*



Congratulations to John Mahany on achieving his Master CFI achievement for the fourth time.

40th Anniversary of Moon Landing

The Apollo 11 Lunar Module ascent stage, with astronauts Neil A. Armstrong and Edwin E. Aldrin Jr. aboard, is photographed from the Command and Service Modules in lunar orbit July 1969.



(more photos below)

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GIVE THE GIFT OF FLIGHT!

A Long Beach Flying Club gift certificate for any denomination you wish, be it for the first flight, pilot supplies, or aircraft rental, makes a great gift for any occasion!

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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Footprint of Apollo 11 astronaut Buzz Aldrin on the moon.



Apollo 11 U.S. astronaut Buzz Aldrin standing on the Moon, next to the Lunar Module "Eagle."



Apollo 11 astronauts Neil Armstrong, (L) who was the Mission Commander, Edwin "Buzz" Aldrin, (R), who was the Lunar Module Pilot, and Michael Collins, (C) who was the Command Module pilot.