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OCTOBER 2017

HAPPY HALLOWEEN!

EDITOR C. ROBINSON



WHAT'S UP? HUNTINGTON BEACH AIRSHOW — GREAT JOB GENERAL AVIATION!

The second annual Breitling Huntington Beach Airshow took place September 29 through October 1, 2017 with a practice day on Thursday, September 28. During those four days, temporary flight restrictions (TFR) were in effect from noon to 4:30 pm from the surface to 15,000 feet, centered at the Huntington Beach pier with a 5 mile radius.



I love hearing our backyard, Los Angeles basin airspace, described as some of the busiest airspace on the planet. Considering an important portion of that airspace was closed for 22 hours due to the airshow, I am happy to report that there were ZERO violations of the airshow TFRs. To whom much is given, much is expected. Thanks and praise to all local pilots for their attention to detail during this important event.

The Huntington Beach Airshow is one of the largest airshows in the world, this year featuring the US Navy Blue Angels and the Royal Canadian Forces Snowbirds. "Rarely do these teams appear together in the same show," said Mike McCabe, director of airshows for Air Support, the show's presenter. The Blue Angels precision flight team has flown for more than 450 million spectators worldwide since its founding in 1946. The six Navy F/A-18 Hornets perform a variety of maneuvers, highlighted by the "diamond" formation, where the planes fly with each plane's wings only 18 inches from the wingman. The planes perform a number of routines at more than 700 miles per hour, or just under the sound barrier. The Snowbirds, Canada's elite nine-plane performance team of CT-114s, performs at speeds between 115 and 370 miles per hour with formations and head-on passes.

The Airshow is a reminder of the city's history in aeronautics, a proud exhibition of aviation's past, present and future. The proceeds of this event will go to the Aerospace Education Foundation of Huntington Beach, a non-profit organization dedicated to garnering a new interest in the aerospace field and empowering youth to pioneer the next generation of aviation. The Foundation plans to accomplish this with scholarships, grants and mentoring programs to help youth follow their dreams in aeronautics or aviation. The Airshow will serve as a community-builder with the hope of igniting greater interest in aviation for upcoming generations.

Other performers included the U.S. Coast Guard search and rescue demo, aerobatic pilot Michael Wiskus in his Lucas Oil stunt plane, the F-16 Viper Demo Team, the F-35A Lightning II Heritage Flight Team, the U.S. Air Force Heritage Flight Foundation and Daggars Parachute Demonstration Team.

Next year, the show is scheduled for October 19-21, 2018 with the USAF Air Demonstration Squadron ("Thunderbirds") performance already confirmed.

FAA SAFETY TEAM: WRONG SURFACE LANDING INCIDENTS Submitted by Richard Eastman

Now, I know none of you would do this ... but then, nobody thought that Harrison Ford would do it either! So, I pass this along for your consideration! The FAA is "watching"!

Recently, the FAA Air Traffic Organization (ATO) has advised of an increase in, "Wrong Surface Landing Incidents" in the National Airspace System (NAS). Incidents include:

- Landing on a runway other than the one specified in the ATC clearance (frequently after the pilot provides a correct read back)
- Landing on a Taxiway
- Lining up with the wrong runway or with a taxiway during approach
- Landing at the wrong airport

Investigations of these incidents reveal some common factors that pilots should be aware of so we can try and reduce future occurrences:

- Airports with parallel runways are prone to wrong surface landings
- Parallel runways with different dimensions and/or surface color may confuse pilots
- Offset parallel runways may be problematic due to the potential of the longer or wider runway being more prominent
- Airports with similar configurations and in close proximity are prone to wrong airport landings
- Air Traffic Controllers do their best to monitor aircraft position but cannot always visually confirm which runway a pilot is lined up with (particularly with close parallel runways)
- Pilots with previous experience or knowledge at an airport may be prone to "Expectation Bias" which will lead them to identify the runway they are expecting versus the runway assigned
- Pilots' assigned runways that are rarely used may have difficulty identifying the correct surface and are prone to error even if they use the airport frequently
- Cockpit distractions during approach and landing phase of flight are frequent factors in wrong surface landings
- Pilots of any rating or experience level may be prone to a wrong surface landing, but reports indicate that pilots with less experience are more frequently cited

Best Operating Practices pilots can use to help avoid wrong surface landings:

- Be prepared! Preflight planning should include familiarization with destination and alternate airports to include airport location, runway layout, NOTAMs, weather conditions (to include anticipated landing runway)
- All pilots should recognize they are prone to a wrong surface landing and take steps to prevent errors on every approach and landing
- Reduce cockpit distractions during approach and landing phase of flight. Avoid all unnecessary conversation with passengers. Full attention to flying duties!
- Have a technique to verify you are approaching the correct airport and lined up with the correct runway and practice this on every flight
- Use visual cues such as verifying right versus left runways; runway magnetic orientation; known landmarks versus the location of the airport or runway
- Be on the lookout for "Expectation Bias" If approaching a familiar airport, ATC might clear you for a different approach or landing runway. Be careful not to fall back on your past experiences. Verify!
- Pay attention to inflight updates including ATIS and possible runway changes based on wind or other factors
- Always include the assigned landing runway and your call sign in the read back to a landing clearance
- When cleared to land early or prior to entering the pattern, exercise care and verify with ATC if there is any doubt as you get closer to the airport
- Reduction in visibility including the glare from the sun can create visual challenges that lead to errors
- Night time conditions also create visual challenges that can trick even an experienced professional pilot. Be prepared!
- Utilize navigation equipment such as Localizer/GPS (if available) to verify proper runway alignment
- Request assistance from ATC if experiencing any disorientation or if unsure of position
- On short final, make final verification of correct runway and ensure that no vehicles or aircraft are present
- If you are ever in doubt of your approach or landing on the assigned runway, perform a go around procedure and promptly notify ATC.

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CONGRATULATIONS!

ACCOMPLISHMENTS!!!

| | | | |
|----------------|------------------|----------|-------------------|
| CHRIS BELTRAN | First Solo | Warrior | CFI GREG STEUBBS |
| JESSE BELTRAN | First Solo | C-152 | CFI JUN WATANABE |
| CHRIS BELTRAN | Solo XC | Warrior | CFI GREG STEUBBS |
| NOAH BRUNK | Private | Warrior | CFI NELSON SUNWOO |
| BRYAN CHAO | Instrument | Warrior | CFI JOE DEL RIO |
| TAE YUB LEE | Commercial Multi | Seminole | CFI JOHN CAMPBELL |
| MISCHA MALIKSI | Commercial Multi | Seminole | CFI JOHN CAMPBELL |

Correction: Last month we published that Tae Yub Lee accomplished his Instrument rating in N927KR, but it was actually his single-engine Commercial. Congratulations again!

CONGRATS to ALEX SHOWMAN, top CLUB CFI for September logging the most hours of dual given in club aircraft! Runners-up were TOMAS MARTINEZ and JUN WATANABE!

TOP GUN AWARD goes to BRYAN CHAO for logging the most flight hours in club aircraft in September! Runners up were TING-WEN KUO and TAE YUB LEE!!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated! Many thanks to Richard Eastman for the help with the newsletter this month!

RULES AND REGULATIONS UPDATED

Previously: *ALL AIRCRAFT WILL BE CHARGED ACCORDING TO THE HOBBS METER (or multiply by 1.25 elapsed tach time) ON A PAY AS YOU FLY BASIS.*

Revised: *ALL AIRCRAFT WILL BE CHARGED ACCORDING TO THE HOBBS METER (or 1.25 times elapsed tach time if hobbs discrepancy or hobbs inoperative) ON A PAY AS YOU FLY BASIS.*

Previously: *All of the listed fees are non-refundable except the badge deposit. However, if badge is not returned to LBFC within 30 days if account is placed inactive, the badge deposit is forfeited.*

Revised: *All of the listed fees are non-refundable except the badge deposit. However, (1) if badge is not returned to LBFC within 30 days if account is placed inactive, or, (2) if the badge expires before returned to LBFC or before renewal application, the badge deposit is forfeited.*

SMO RUNWAY SHORTENING HALTED BY CALIFORNIA DISTRICT COURT TRO

Santa Monica Airport Association – Press Release October 8, 2017

Santa Monica City Council’s shameful backroom deal to shorten the runway at the Santa Monica Municipal Airport (“SMO”) was halted today by a federal judge. The City council met in secret earlier this year to force through a runway shortening deal with FAA out of public view or comment, resulting in a controversial “Consent Decree.” Why is the City afraid of public debate and comment on SMO as a key public resource? All the City had to do to resolve the underlying lawsuit was put it on a council agenda, have the open meeting and hearings as required, and vote again – at which point the lawsuit would have been dismissed. Instead, they’ve dug in their heels, hired a pricey international law firm, removed the case to federal court, and are fighting tooth and nail. Which begs the question - Why?

Why is the City so hostile to open, transparent government? Allowing public comment? California Supreme Court Justice Baxter warned of “a widespread danger of secret government by lawsuit,” in which state agencies conduct their most important regulatory business in private, through the device of settling litigation,” exactly the situation we have here with the “Consent Decree.”

The City knows decisions of this magnitude must and should be done with full public participation. The City knows it committed State of California Brown Act violations. The City knows it has no chance on the merits. So the City is doing the only thing it can – delay and obfuscate in hopes of... what?

Until and unless the City cures its Brown Act violations and affords the public its right to participate in the process of government, it must be enjoined from spending millions of tax-payer dollars to fundamentally alter an important piece of national transportation infrastructure like SMO and disrupt aviation for the entire Los Angeles area. Judge Lew in his Order ordered the City to immediately halt all runway-shortening activities. Judge Lew’s finding that “...action that by substantive law may not be taken without a public hearing and opportunity for the public to be heard.” The City has attempted to muzzle debate and force actions that will significantly harm the community. For example, SMO is designated as “Critical Infrastructure” by the City’s own “All Hazards Mitigation Plan.

With all the natural disasters surrounding Los Angeles, hurricanes and earthquakes, the community lives will depend on SMO in any kind of disaster. SMO also generates around 1,500 jobs and at least \$241 million dollars annually in economic activity (a City 2011 study).

Loss of SMO as an airport, and the City’s stated “creative reuse” of its structures, will additionally greatly exacerbate population density and traffic congestion within the City limits and in neighboring communities. Before the City of Santa Monica wastes taxpayer funds on this misguided endeavor, it must ensure the foundation upon which those actions rely was properly adopted in a fair, open and democratic process. Until that’s the case, we believe the brakes must be applied. Today, a United States District Judge agreed.

(from page 1) When pilots approach a towered airport for landing, an assigned runway is issued followed by the pilot’s visual identification of the surface. Subsequently a landing clearance is issued by ATC to be followed by landing on the correct runway. The goal of this sequence is to ensure safe separation of aircraft at locations with high concentrations of air traffic. In each phase of the process there are chances of miscommunication and visual mistakes which can lead to the aircraft arriving on the wrong surface. The subsequent risks involve traffic conflicts and possible collisions which are unacceptable in the National Airspace System (NAS).

All human beings are capable of error and mistakes can have a way of appearing when we least expect them. It is vitally important for all airmen to prepare themselves and take proactive steps to prevent error and also to recognize it, when necessary, followed by immediate corrective action. In conclusion, this Notice/FAASTBLAST is to alert pilots to hazards associated with landing at the wrong airport or on the wrong surface at the destination. Fortunately, there have been no recent accidents associated with this issue, but the risk remains and should be a priority for all airmen. Please exercise care on every approach/landing and help prevent Wrong Surface Landings in the NAS!

For more information please refer to SAFO 17010 Incorrect Airport Surface Approaches and Landings <https://www.faasafety.gov/files/notices/2017/Oct/SAFO17010.pdf>

NEW & REJOINED CLUB PILOTS!



- RAFAEL BLANCO
- CHOOBOON CHARTNARONG
- AMANDA CHIANG
- LACEY DIRCK
- JOSH DOMINISE
- SEAN EDWARDS
- JOSE ETCHEVERRY
- BRANDON FIELDS
- THOMAS GAEBEL
- JULIAN GORDON
- RAMY GUIRGIS
- FERRAN MARTI
- JACOB MORRIS
- MALIK NASEEM
- RAYDEN NGUYEN
- JENNIFER PERDIGAO
- ETHAN PETERSON
- LUCAS PRADELLA
- RONALD RAMOS
- MICHAEL SHOLLEY
- MICHAEL STEVENS
- JUSTIN TSAY
- NIKOLAUS VAN
- BRANDON VILLALOBOS
- ROBERT WALTS
- NICHOLAS ALAN WILCOX
- MICHAEL YANG
- HAU REN YU



HAPPY OCTOBER BIRTHDAYS

- ELIZABETH ARIAS
- MENG FEI "MAGGIE" CAI
- BRUCE COSS
- ANDREW DORSEY
- DAVID FORD
- DANIEL HILGER
- THOMAS HOWARD
- GREG LONG
- ALEXANDER MATA
- ADEL NAGUIB
- REZA DWI PUTRA
- JOSEPH SANTIAGO
- COURTNEY STEIN
- MICHAEL STEVENS
- NELSON SUNWOO
- HECTOR TOBIAS
- JUSTIN TSAY
- NICOLAS VANDEVOORDE
- RYAN WATTS
- MICHAEL WHITEHURST
- NICHOLAS ALAN WILCOX
- RYU YEON JIN



CHRIS BELTRAN
First Solo & First Solo Cross-Country



JESSE BELTRAN
First Solo



MISCHA MALIKSI
Commercial Multi

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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 or email.
3. Download a gift certificate from our website:

www.lbflying.com/files/giftcert.pdf

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.

It's just that easy to give a unique and treasured gift. Keep it in mind for upcoming birthdays or anniversaries!

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\$99 for one, two or three in a C172 or Warrior

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Our pilot supply store stocks a host of aviation books, shirts, charts, along with aviation-themed Christmas tree ornaments, mugs, clocks and more!

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