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AUGUST 2018

NATIONAL AVIATION DAY

EDITOR C. ROBINSON



WHAT'S UP? FOCUS ON SEATTLE excerpts from USA Today August 11, 2018

The apparent suicide of a Horizon Air employee on an unauthorized flight with no passengers aboard marked an exceedingly rare crash for an airliner, according to government regulators and industry experts. Only a handful of airline-pilot suicides were reported among airlines worldwide in recent decades. The Federal Aviation Administration guides 42,000 airline and private flights each day, or nearly 16 million in 2016.

But when they happen, as with the fiery crash near Seattle, they gain widespread attention. A prominent example was Germanwings Flight 9525, which crashed into the Alps in March 2015 with 150 people aboard. French investigators ruled the crash "was due to the deliberate and planned action of the co-pilot, who decided to commit suicide while alone in the cockpit." Other incidents have been ruled suicides but disputed, including Egypt Air Flight 990 near New York in October 1999 with 217 people aboard and Silk Air Flight 185 crash in Indonesia in December 1997 with 104 people aboard. The reason for the disappearance of Malaysia Airlines Flight 370 in March 2014 with 239 people aboard remains a mystery.

With no passengers aboard, the Seattle incident was similar to a general-aviation accident, where a single pilot crashes a private plane alone. But even those accidents are declining. An FAA report in February 2014 checked 2,758 aviation fatalities during a 10-year period and found eight cases of probable suicide. Five of those pilots had commercial licenses, two of whom had a history of suicide threats or joking about suicide. But all the incidents happened in small propeller planes or a helicopter. Despite the rarity, government regulators and industry officials have studied whether to adjust medical exams because psychological problems are essentially self-reported.

"Airline crews are just like the rest of us. Sometimes they have mental illnesses, and those need to be identified and treated, and done so in a way that doesn't risk the flying public," said Greg Raiff, CEO of Private Jet Services, which lines up charter flights for clients. "Nobody wants to let one slip by, and the current system doesn't do enough to prevent that."

The 29-year-old Horizon employee took the Bombardier Q400 turboprop from Seattle-Tacoma International Airport about 8 p.m. and performed dangerous maneuvers, authorities said. The employee was initially identified as a mechanic, but might instead have been a ground-services agent, authorities said. Two F-15 fighter jets pursued the plane before it crashed into Ketron Island. Investigators with the National Transportation Safety Board are working to figure out how the incident unfolded. Debra Eckrote, regional director for the NTSB's western Pacific region, said investigators were trying to recover the cockpit recorder, which could have captured the man talking as he commandeered the plane and may hold clues for a motive. She said the event was "very unusual," adding, "It's not like we get this every day." Eckrote said the plane crashed in a heavily treed area. Both wings were ripped from it and the rest of the aircraft was left in pieces, she said.

The public information officer for Pierce County, Washington, Ed Troyer, described the pilot as a "suicidal male," but not a terrorist.

"I've got a lot of people that care about me. It's going to disappoint them to hear that I did this," the pilot said in recorded comments to air-traffic controllers. "Just a broken guy, got a few screws loose, I guess."

The National Air Traffic Controllers Association is assisting the investigation. President Paul Rinaldi commended the controller's poise during the incident. "The recordings of the incident display his exceptional professionalism and his calm and poised dedication to the task at hand that is a hallmark of our air traffic controller workforce nationwide," Rinaldi said.

Brad Tilden, CEO of Alaska Airlines, which includes Horizon, said an employee took an unauthorized flight and that the company was cooperating with investigators. "I want to share how incredibly sad all of us at Alaska are about this incident," Tilden said. "We're working to find out everything we possibly can about what happened, working with the Federal Aviation Administration, the Federal Bureau of Investigation, and the National Transportation Safety Board."

The U.S. policy to always have two people in the cockpit is intended to protect against health problems. Before a

Being a pilot is the greatest privilege on the planet. Stay safe by verifying that we're "Fit to Fly" prior to every flight. If in doubt, there are a myriad of resources available — reach out.

Cont. page 2

LAUGH AND LEARN WITH ROD MACHADO

Rod Machado will discuss the issues associated with aging and flying. This is a topic for anyone interested in learning about how age affects our ability to fly an airplane safely, as well as learning how to fly an airplane. Rod will cover techniques on how to compensate for the normal (and expected) change in our physical, perceptual and cognitive skills as we age. This program is also highly relevant for all flight instructors who teach middle-aged students. Come prepared to laugh and learn with Rod Machado.

When: Tue, Aug 21, 2018 Time: 18:30 PDT Where: Aviation Facilities, Inc, Fullerton Airport

UPDATE TO NON-TOWERED FLIGHT OPERATIONS ADVISORY CIRCULAR from FAA Safety Briefing July/August 2018

There is an update to FAA Advisory Circular (AC) 90-66B, Non-Towered Airport Flight Operations. The AC calls attention to regulatory requirements, recommended operations, and communications procedures for operating at an airport without a control tower or an airport with a control tower that operates only part time. It recommends traffic patterns, communications phraseology, and operational procedures for use by aircraft, lighter-than-air aircraft, gliders, parachutes, rotorcraft, and ultralight vehicles. The AC stresses safety as the primary objective in these operations, and it is related to the right-of-way rules under 14 CFR sections 1.1 (traffic pattern), 91.113, and 91.126. Previous traffic pattern guidance was 800 feet to 1,000 feet above ground level (AGL). To eliminate any possible confusion arising from the 200-foot difference, the FAA's Aeronautical Charting Forum set the standard at 1,000 feet AGL, with left-hand turns unless terrain or obstacles mandate otherwise. Large and turbine-powered airplanes should enter the traffic pattern at an altitude of 1,500 feet AGL or 500 feet above the established pattern altitude. A recent change to the Aeronautical Information Manual introduced this standard, and the AC expands on it. The AC also addresses procedures for entering the non-towered traffic pattern and self-announcing an aircraft's position and the pilot's intentions. It makes clear that airplanes terminating an instrument procedure with a straight-in approach do not have the right of way over VFR traffic in the pattern. When circling to land, left-hand turns are standard, unless otherwise documented.

The AC update improves safety by standardizing operational practices and getting everyone who uses one of the more than 5,000 public-use, non-towered airports on the same page. Go to bit.ly/90-66B to download the 18-page AC.



ACCOMPLISHMENTS!!!



HOANG (FRANCIS) DIHN	First Solo	C-152	CFI AXEL SEIXAS
ERIN O'CONNOR	First Solo	C-152	CFI AXEL SEIXAS
HOANG (FRANCIS) DIHN	Solo Cross Country	C-152	CFI AXEL SEIXAS
CHUNG HUA YANG	Solo Cross Country	C-152	CFI AXEL SEIXAS
JONATHAN BASTIAANS	Private	C-152	CFI KEVIN WU
DAYGUN LEE	Private	C-152	CFI RYAN DAVIS
FERRAN MARTI	Private	C-152	CFI NELSON SUNWOO
ALLEGRA PATTERSON	Instrument	C-172	CFI MONTY GROUTAGE
RYU YEON JIN	Instrument	C-172	CFI ALEX SHOWMAN
DAEGEUN "CHARLES" LIM	Commercial Single	Warrior	CFI NELSON SUNWOO
FU-CHIEH "VINCENT" YU	Commercial Single	Warrior	CFI NELSON SUNWOO
LUCAS PRADELLA	Commercial Multi	Seminole	CFI RICHARD GARNETT
POCHUN TSENG	Commercial Multi	Seminole	CFI JOHN CAMPBELL
FU-CHIEH "VINCENT" YU	Commercial Multi	Seminole	CFI RICHARD GARNETT
MENG FEI "MAGGIE" CAI	CFI	Warrior	CFI JOHN CAMPBELL
POCHUN TSENG	CFI	C-172SP	CFI ABHISHEK MUDGAL
AXEL SEIXAS	CFII	C-152	CFI JUN WATANABE

YOUR NAME HERE — ATTENTION PILOTS IN TRAINING: Please send pictures of you and your aircraft after your accomplishment to Sue at: lbfcSusan@gmail.com. Include your name, and rating/license and your CFI name. Thank you!

NEW & REJOINED CLUB PILOTS!



- ADEL BESHAI
- ESTEBAN CAMACHO
- JOHN FIGUEROA
- KEENEN GREENE
- JESUS HERNANDEZ
- CHEN EN HU
- MAXIMINA MACEN
- RICARDO MANALO
- BRIAN MCGLYNN
- ERIN O'CONNOR
- CHLOE REYNOSO
- JERRY SAROS



HAPPY AUGUST BIRTHDAYS

- MARCOS ANTONIO ALMAZAN
- JEFF BUENTGEN
- TA CHENG
- CHENG FU CHI
- JEFFREY COLL VALDES
- RYAN DAVIS
- JEFFREY EWART
- KEITH FLEMING
- EDGAR FLORES
- DEAN HALL
- MARK R. HILSTAD
- MICHAEL JOHNSON
- KENNETH LANCY
- TODD LE
- HANSEUNG LEE
- BRENNAN LIU
- JAMES LOISCH
- SEAN MCCORMICK
- LING KANG MENG
- STEPHEN MOORE
- PEJMUN MOTAGHEDI
- HAJIME NAKAMURA
- ALISTAIR NEAL
- PAUL PADGETT
- DORIAN PINUELLAS
- RANJEET RAJAN
- FRANK REINMILLER
- MICHAEL SARABI
- JERRY SAROS
- MIKE SEIDNER
- HIROMICH SHIMIZU
- ANNE SHOMO
- MATTHEW SMAZENKA
- LOUIS SPRINGER
- ENRIQUE VERA
- ROBERT WILSON
- KAIWEN WU
- CHOONG MO YANG
- HAU REN YU
- STEVEN YUE

CONGRATS to RICHARD GARNETT, top CLUB CFI for July, logging the most hours of dual given in club aircraft! Runners-up were ALEX SHOWMAN and AXEL SEIXAS!!!

TOP GUN AWARD goes to TING-WEN KUO for logging the most flight hours in club aircraft in July! Runners up were FU-CHIEH YU and CHARTNARONG CHOBOON!!!

ALUMNI UPDATE: Congratulations to YOGESH SURESH BHAVNANI, recently hired by Susi Air, a Part 135 operation founded in Indonesia in 2004. At present, Susi Air operates a fleet of 50 aircraft, consisting of 32 Cessna Grand Caravan C208B, 9 Pilatus PC-6 Turbo Porter, 3 Piaggio P180 Avanti II, 1 Air Tractor AT802 "Fuel Hauler", 1 Diamond Twin Star DA42, 1 Piper Archer PA-28 and 1 LET 410 for fixed wing aircraft. Helicopter operations started late 2009 with 1 Agusta Westland Grand A109S and 1 Agusta Westland Koala A119Ke joining the fleet in March 2010. Yogesh earned his private, Instrument, commercial and multi-engine ratings/licenses here at LBFC!

CONGRATULATIONS to club pilot RUDI LIMICH and his new bride, SARAH BROUGH LIMICH on their recent nuptials!

CONGRATULATIONS to the family of JOHN CAMPBELL on the birth of his 13th grandchild on August 10, 2018, PATRIC MOISES CAMPBELL, 8 pounds 5 ounces and 21" tall!

(from page 1) passenger flight, airline crew members evaluate each other for their readiness to fly. Under FAA rules, commercial passenger pilots under age 40 have physical exams every year and those older every six months to keep their certificates to fly. The pilot fills out a medical history through part of the FAA's website called MedXpress before visiting the doctor. Besides typical physical characteristics, the questions ask about medications, ailments such as vision or heart problems, and mental disorders such as depression or anxiety.

Computerization, both of the medical histories and prescriptions, helps prevent a pilot who fails a medical exam from applying to a different doctor. The 15- to 20-minute meeting between the pilot and doctor also involves asking questions about the pilot's mental status for depression or suicidal feelings, and about medication such as anti-depressants. "The doctor can ask if you have any problems at home. You can say no, even if the answer is yes, and that's a reason somebody can steal a plane and crash it," Raiff said. "The FAA regulations provide for a strong level of mental health. The challenge is they don't require a strong level of auditing and enforcement."

The Air Line Pilots Association, a union representing 60,000 pilots, said it was monitoring the investigation and offering its assistance. "The safety and security of our skies is ALPA's top priority and our members train for life to ensure that flying remains the safest form of transportation in the world," the union said.

CHECKPOINTS

Oct 19-21 2018

Save the Date: Breitling Huntington Beach Airshow — All eyes look to the sky during the Breitling Huntington Beach Airshow featuring spectacular stunts from fleets of planes and jets flying over the Pacific Ocean in the only beachfront airshow on the West Coast. Flying begins at noon each day with many of the aerobatic maneuvers happening over "show center" on Huntington City Beach.