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SEPTEMBER 2018

AUTUMNAL EQUINOX!

EDITOR C. ROBINSON



WHAT'S UP? WRONG SURFACE EVENTS

Earlier this month, I participated in a telecon with ATC and airspace users to discuss safety issues in the LA basin. I was surprised to learn that in the past year there has been an alarming increase in the number of wrong surface events; incidents which 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

According to EAA.org, from fiscal year 2016 to fiscal year 2018, the FAA recorded 596 such incidents, 86 percent of which were general aviation operations. Approximately half of the nearly 600 wrong-surface events were wrong-surface landings or takeoffs, and the rest were attempts that were thwarted by either the pilot or the controller intervening before the occurrence completed. That's almost two wrong surface operations per day.

According to NBAA.org, more than 90 of the events occur during daylight hours and most with visibility greater than three miles.

On August 21, 2018, the FAA Safety Summit was held in Washington, DC and highlighted wrong-surface events and working toward creating solutions for this danger, which has become a focus of the FAA's safety efforts. AOPA's Mark Baker cited "loss of situational awareness as a root cause of many events and stressed technology can make a significant difference. Pilots are flying safely with a range of technologies from non-TSO'd avionics to ADS-B, because they have more information to make informed decisions, Baker said, adding that technology can further help situational awareness and safety on the runway. He backed the promotion of existing and emerging technologies from iPads to head-up displays in combatting wrong-surface events. AOPA Air Safety Institute executive director Richard McSpadden also pointed to training, culture, and proficiency to helping address the issue."

Excerpts from FAAsafety.gov

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

When pilots approach a towered airport for landing, an assigned runway is issued followed by the pilot's visual

Cont. page 2



ACCOMPLISHMENTS!!!

NILAN GUNASEKERA	First Solo	Warrior	CFI ABHISHEK MUDGAL
CHEN EN 'ANDY' HU	First Solo	C-152	CFI AXEL SEIXAS
BRIAN MCGLYNN	First Solo	C-152	CFI AXEL SEIXAS
BRIAN WARD	Private	Warrior	CFI TOMAS MARTINEZ
TYSON BEAMER	Private	C-152	CFI RYAN DAVIS
ROHAN PATEL	Private	C-172	CFI BRIAN WROBLEWSKI
CLARENCE GOMOTO	Instrument	C-152	CFI KEVIN WU
SANG HWAN LEE	Instrument	C-152	CFI ALEX SHOWMAN
PHILIP STOKES	Instrument	Archer	CFI JOE DEL RIO
BANDISH PATEL	Commercial Single	C-172	CFI HANK SURFACE
NELSON SUNWOO	CFII	C-172	CFI KEVIN WU

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

NEW & REJOINED CLUB PILOTS!



- DERREK ANDERSON
- MICHELLE AYRES
- ROSLYN BLAKE
- DAVID DAVIDSON
- SHANE DEMENDOZA
- JEREMY GREENFIELD
- NILAN GUNASEKERA
- JOHN HUTHMAKER
- MARIA ELENA LAURO
- RYAN LIPPMANN
- DAVID LOCKE
- TRAVIS MACIEL
- SARAH MARCKSTADT
- MICHAEL MENDES
- RICHARD NEIL
- KENNETH ODEH
- ALEX RODRIGUEZ
- AMANDA SALERNO
- CALVIN SCHONEBAUM
- ROBERT SITTMAN
- SOYLA TOSTADO
- MELINDA WASMUND

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

TOP GUN AWARD goes to SING WANG for logging the most flight hours in club aircraft in August! Runners up were YONGJUN KIM and JUSTIN TSAY!!!



EDITORIAL (from page 1) 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. The risk should be a priority for all airmen. Please exercise care on every approach/landing and help prevent Wrong Surface Landings in the NAS!

FROM THE DEPARTMENT OF: REALLY? ARE YOU SERIOUS?

In the July 2014 newsletter, I griped "... my pet peeve du jour is the wall-to-wall Velcro that is showing up on the aircraft instrument panels. Please refrain from customizing the panels for your particular device(s). Otherwise, may I borrow your car for a minute?" Velcro has continued to plague me, showing up throughout the cabins, on the instrument panels, glareshields, yokes and headliners.

I was recently alerted to a new infestation: GoPro aircraft mounts have been found scattered throughout several aircraft cabins. More incredulously, last week we discovered GoPro aircraft mounts attached to the leading edge on two aircraft. The aircraft had to be grounded until the mechanics could remove the mounts. I'm not totally up to speed on the legalities but to the pilots that installed those mounts, can you assure that the mount is FAA compliant? If an unsuspecting pilot takes an aircraft on a checkride with such a device, can you assure that the DPE will accept the potentially illegal modification? If the FAA performs a ramp check, how is management supposed to explain the additional, undocumented equipment? It seems like a no-brainer to me but if I was renting an aircraft and didn't own it, I would refrain to making modifications.



HAPPY SEPTEMBER BIRTHDAYS

- SHAMEEM AHMED
- JONATHAN BASTIAANS
- DANIEL BRANTLEY
- FATIMA BROCK
- MAUREEN BRODHAGEN
- FREDDY CRUZ
- MAXWELL DAHMS
- RANDALL JOHN FERGUSON
- SHAWN GILL
- GIOVANNI GOMEZ
- MONTY GROUTAGE
- DAENG HADIKUSUMO
- MATTHEW HINTON
- PARKER HOKUF
- SHAO-TZU HUANG
- YONGJUN KIM
- RYAN LIPPMANN
- CHI LIN LIU
- ERIC LUEVANO
- ABHISHEK MUDGAL
- ERIN O'CONNOR
- RICARDO PANIAGUA
- MICHAEL PIRCHER
- JOVAN RODRIGUEZ
- JOSE ROMO
- JESUS SANDOVAL
- HANK SURFACE
- GIM TAN
- KYLE TUSHAUS



CHECKPOINTS



Oct 19-21
2018

Save the Date: Breitling Huntington Beach Airshow has been renamed to the GREAT PACIFIC AIRSHOW. All eyes look to the sky during the 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.

greatpacificairshow.com