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FEBRUARY 2019

HAPPY VALENTINE'S DAY!

EDITOR C. ROBINSON



WHAT'S UP? The 35-day partial government shutdown affected thousands of federal workers across the United States, but none likely bore the brunt of its impact more than the aviation industry. Seventeen thousand FAA employees were furloughed while more than 14,000 air traffic controllers went without pay. The disruption has led lawmakers to introduce new legislation aimed at ensuring the FAA remains operational in the event of another government shutdown. At press time, congressional hearings on the shutdown's full impact on the aviation industry are taking place, and are introducing the Aviation Funding and Stability Act of 2019 to ensure the FAA and all its programs will continue to run by drawing from its Airport and Airway Trust Fund, which currently has an uncommitted balance of more than \$6 billion dollars. The Airport and Airway Trust Fund generates revenue through many sources, including a passenger ticket tax, commercial fuel tax, avgas tax, and cargo taxes.

Recently Taxiway Foxtrot has undergone slurry coat maintenance, which means that it is a nice, dark, inviting surface. With the recent re-opening of Runway 26L, (during the construction was reduced from 150 feet wide to 100 feet wide) the runway is now narrower than Taxiway Foxtrot. Caution when on final for Rwy 26L and take care that you are not lining up on the taxiway!

We have been told that the tower's inconsistency in regards to the necessity of obtaining a clearance to exit the run-up area for Rwy 26L has been resolved. Remember that the run-up area is marked as a "Non-movement" area. Therefore, prior to leaving the run-up area, you must contact ground and obtain clearance to taxi to RWY 26L.

SANTA MONICA UPDATE: CITY INTENDS TO USE AIRPORT REVENUE TO DESTROY PAVEMENT From AOPA Magazine February 2019

In the latest edition of the melodrama surrounding Santa Monica Municipal Airport, the City Council has decided to move forward seeking bids to remove pavement at each end of the runway safety area (RSA) of its already shortened runway, funded entirely by airport revenue. But the city's decision to dip into airport funds for a project that serves zero aeronautical purpose has led aviation groups to fight back once again.

In a Nov. 30 letter, AOPA, the National Business Aviation Association, and the General Aviation Manufacturers Association requested that the FAA look into significant concerns regarding the use of airport revenue to fund the runway shortening from 5,000 to 3,500 feet and the destruction of pavement in the RSA zones at the Santa Monica airport. The letter called out the FAA's questionable advice given to the city, stating, "Absent a legitimate aeronautical purpose, beneficial to the tenants and users of SMO, the FAA should have concluded, and should now confirm, that costs of runway restructuring are entirely ineligible for funding with Airport revenue. If the City is to proceed with this project, it must do so in sole reliance on taxpayer funds."

Quoted in its letter was David Cushing, manager of the Los Angeles Airports District Office, who backed the groups' claims. According to Cushing, pulverizing and stabilizing pavement within RSAs was unnecessary, as it "does not appear to advance the interests of aviation safety or airport operations." He went on to write that the office suggested the city not assess the costs of the project using aeronautical rates or rents—advice the city ignored.

Even more puzzling is the city's longtime argument that the airport is unsafe, which it has used as a tool to ensure its closure, yet the city continuously makes decisions that jeopardize public safety, like the move to eliminate RSAs. A study conducted by Dr. Antonio Trani, an expert in air transportation, airport engineering, and simulation and modeling, showed that although accidents at the airport are rare, in the event of a runway overshoot or undershoot, keeping the existing pavement would ensure safety margins for those aboard the aircraft and for nearby neighbors. Over a 10-year period, the existing pavement would be 66 percent more effective in preventing accidents than the proposals under consideration.

"Hope springs eternal in the aviation press that they're going to get that airport back, and that's not what's going to happen." – Former Santa Monica Mayor and current City Councilman Kevin McKeown

To date, the city has refused to offer a valid explanation of why it intends to pulverize the pavement, other than its relentless pursuit to destroy the century-old airport.

AOPA said, "We hope that the FAA takes this matter seriously and looks into the obvious ineligible use of airport revenue the city is undertaking. Destroying the RSA was not required by the FAA, it does not improve safety, and it serves no purpose to users of the airport. If the city wants to destroy the pavement, it must do so with taxpayer funds."

SEMINAR: CONNECTING WITH FOREFLIGHT, ENHANCING YOUR IPAD SKILLS

Date and Time: Saturday, February 23, 2019, from 8:30am to 2:30 pm. There is a fee of \$45 per attendee.

Speaker: Mike Jesch - ATP, CFI, CFII, MEI, AGI and AGII

Location of Seminar: John Wayne Airport Administration Building, 3160 Airway Ave., Costa Mesa, CA 92626

Come spend a day learning about iPad legalities, which iPad you should purchase and the general tricks, tips and cautions of an iPad. Come learn the benefits of ForeFlight as you plan a thorough cross-country on your iPad. There is always a need to learn more about your iPad and its agility to work in partnership with ForeFlight. Things are changing rapidly in our techie world. Stay up with it.

This event qualifies for FAA Wings credit, and is sponsored by the Orange County 99s.

Bring your iPad and refresh your knowledge on the basics of the iPad, then go on to learn VFR techniques, IFR techniques, flight planning, fuel consumption, emergency procedures, and much more.

Captain Mike Jesch is a CFI, CFII, MEI, AGI, AGII. He is also a Master CFI for airplanes and instruments, a FAAS Team Lead Representative, and flies a Cessna 182 based at Fullerton Airport. Mike is a member of the Society of Aviation Flight Educators (SAFE). He currently flies a Boeing 737 for a major airline and has been flying the line for over 30 years.

Come learn from Mike's knowledge and experience of the iPad. His teaching technique is of great quality with an element of humor that makes learning so enjoyable.

Contact Information: Pat Noyes-Prentiss (951) 533-3341 patprentiss@aol.com



CONGRATULATIONS!

ACCOMPLISHMENTS!!!

JASEONG KOO	First Solo	C-172	CFI RUL YACOB
LUKE LAURIANO	First Solo	C-172	CFI REED NOVISOFF
LORENZO AVITABILE	Private	Warrior	CFI AXEL SEIXAS
CHRIS BURY	Private	C-152	CFI RICHARD GARNETT
HAO-MING CHANG	Private	C-152	CFI KEVIN WU
TANNER CROCKETT	Private	Warrior	CFI ALEX SHOWMAN
BRIAN MCGLYNN	Private	C-152	CFI AXEL SEIXAS
ANNE SHOMO	Private	C-152	CFI VICKY LIU
PRAVESH UDHWANI	Private	C-152	CFI RANJEET (RJ) RAJAN
CHENG-FU CHI	Instrument	C-172	CFI KEVIN WU
HIROMICHI SHIMIZU	Instrument	Warrior	CFI JOHN CAMPBELL

Please submit your accomplishment with pictures to us. We don't always know when you've passed your checkride!

NEW & REJOINED CLUB PILOTS!



- KYLE BEASLEY
- DE-KAI CHOU
- PAUL HERMAN
- ZACHARY MENKE
- SETH MILLER
- KELLY O'BRIEN
- SYLVANA PASTULA
- VICTOR PEREZ-REYES
- RAYMOND REYNALDI
- AHMAD SHABAR
- SAUMIL SHAH
- VIRGINIA YING

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

TOP GUN AWARD goes to DAYGUN LEE for logging the most flight hours in club aircraft in December! Runners up were HANSEUNG LEE and KEVIN YANG!!!

NOTAM: Club pilots wishing to submit articles for our monthly newsletter are greatly appreciated!

REMINDER – Check the renewal date as printed on the front of your airport badge. If your badge expires, the airport sends us a bill for \$200. It is impossible for us to track your badge expiration date since it varies based on the date the badge is picked up from the badging office. Don't let those badges expire!

HEADSET ALERT — We recently replaced the windshield in our Warrior, N8408E. There are already several deep scratches on the inside of the plexiglass from pilots throwing their headsets onto the glareshield. Please, please, please hang your headsets on the yoke or stow elsewhere in the aircraft. Aircraft glareshields are not made for storage of any kind. Thank you for being kind to our windshields!



2019-2020 NTSB MOST WANTED LIST

The NTSB's "Most Wanted List", which advocates for specific safety recommendations that can and should be implemented during these next two years, has recently been released:

- Eliminate Distraction
- End Alcohol and Other Drug Impairment
- Ensure the Safe Shipment of Hazardous Materials
- Improve the Safety of Part 135 Aircraft Flight Operations
- Reduce Fatigue-Related Accidents
- Require Medical Fitness—Screen for and Treat Obstructive Sleep Apnea
- Strengthen Occupant Protection

DEVELOPING A CULTURE OF SAFETY

True or False: Generally, a pilot's capabilities increase during the approach and landing phase of flight since the pilot has become acclimated to his or her environment for that particular flight.

False. Generally, a pilot's capabilities decrease during a flight, which may result in the margin of safety being reduced during the approach and landing, especially in bad weather. The margin of safety at any time during a flight is the difference between a pilot's capabilities and the task requirements. Because the pilot's capabilities generally decrease during a flight due to fatigue and exposure to stressors, the margin of safety will be reduced even if the task requirements remain level.

True or False: Stress always has a sudden, instantaneous effect that develops rapidly.

False. Stress can have a gradual and cumulative effect that develops slowly. If the number or intensity of the stressors becomes too great, a pilot will experience environmental overload, where (s)he can no longer cope adequately with the situation.



HAPPY FEBRUARY BIRTHDAYS

- CHIP BALDONI
- JESSE BELTRAN
- CHRISTOPHER BURY
- ESTEBAN CAMACHO
- JOSEPH CASSANI
- CHARTNARONG CHOONBOON
- FRED R. DEVRIES
- PETER ENGLER
- KEENEN GREENE
- MATTHEW HIRANO
- JENNIFER HUARD
- MINJUN KIM
- CHASE LUEVANO
- KEVIN MARTINEZ
- TOM MILLER
- ALI MORADI
- JACOB MORRIS
- STEVE PARK
- VICTOR PEREZ-REYES
- TED REID
- ROGER SERAD
- ARKADY SHAPIRO
- STEVIE TU
- VIRGINIA YING



CHECKPOINTS



AOPA Fly In - Livermore

JUNE 21-22

Thousands of pilots are heading to Livermore to celebrate The Aircraft Owners and Pilots Association's 80th anniversary. We expect 600 planes and 10,000 visitors to Livermore and the Tri-Valley during the multiday event. The expo and airshow is free and open to the public! From 9am to 5 pm.