

LONG BEACH FLYING CLUB & FLIGHT ACADEMY

**OCTOBER** NEWSLETTER 2004 . . . . HAPPY HALLOWEEN!!

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\* GOD BLESS AMERICA \* WE FLY WITH CARE .... Now, more than ever \*

Editor Candace A. Robinson

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#### EDITORIAL: WHAT'S UP? FAME AND INFAMY!

Congratulations! Helen Cranz has just been selected as the LGB FSDO CFI of the year! This is the third year in a row that Long Beach Flying Club has enjoyed the privilege of the presence of a CFI of the year: selections the previous two years were Harry Leicher and John Mahany. Helen will be presented her honors at the Long Beach Airport Association General Membership meeting October 27, 2004, with food and beverage served at 6:30 pm and the evening's program beginning at 7:00 pm. Come out and give Helen an "Atta Pilot!"

EIR UPDATE - On October 7<sup>th</sup> the Douglas Park EIR went before the LB Planning Commission. For our presentation I produced a letter I had received from the Administrator that states in part, "The Federal Aviation Administration (FAA) has gone on record as objecting to the proposed development. We provided comments in response to a draft Environmental Impact Report prepared under the California Environmental Quality Act. In addition, the proposed project will be evaluated by various land use agencies. The review should show the proposed residential project is not consistent with the land use plans recommended for this area next to the airport." The Planning Commission went ahead and approved the EIR in a unanimous 6-0 vote, taking the assurances from Boeing that the letter, dated 9/22/04, was outdated. Then on October 12<sup>th</sup>, the City Council held a study session with Boeing in Council chambers. My letter was further discussed, with Deputy City Attorney Mike Mais stating, "...I think each of you have a copy, but basically it indicates that the FAA has taken a position in opposition to the project. And quite frankly, I was a little surprised about the letter.... So we're going to have to have further discussions with FAA to sort out their position." Community Development Director Melanie Fallon actually replied, "Without this residential component of 1,400 housing units, Boeing may not have the resources to complete the commercial infrastructure ...." There have to be better ways to finance a project rather than subjecting thousands of new residents to airport noise. I have filed an appeal of the Planning Commission 10/7/04 decision so there will be a hearing scheduled within the next 60 days. Two other upcoming events are on the calendar, the County Land Use Commission on October 20<sup>th</sup> and the City Council November 7<sup>th</sup>. Stay tuned ...

Christine Edwards, Airport Bureau Special Projects, passes on the following: "We are anticipating that the Glide Slope will be returning to service towards the end of October. I will provide you with a specific date as soon as we have one. At this point, the schedule for the MALSR approach lighting system shows it ready to be returned to service towards the end of November. Unanticipated construction problems have resulted in both systems being out of service much longer than originally anticipated. We apologize for any inconvenience this has caused. Please know that our entire construction team is acutely aware of the importance of these Nav aids, and we are working to get them back in service as quickly as possible."

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#### HELEN'S CORNER

##### POOR ENGLISH SKILLS DEADLY, ICAO SAYS

Poor proficiency in English, the international language of aviation, contributed to major accidents that cost the lives of over 1,100 passengers and crew between 1976 and 2000, according to the International Civil Aviation Organization (ICAO). Misunderstandings are also a factor in many close calls and runway incursions. To address the problem, ICAO has written new requirements for controllers and pilots involved in international operations, mandating for the first time that pilot must pass a test to demonstrate a minimum level of English language proficiency. The new rules take effect in 2008. Native speakers of English also must try harder to be understood, ICAO says. To reduce the risk of misunderstandings in the international environment, pilots need to study strategies such as avoiding the use of idioms, colloquialisms and jargon, and speak slowly and clearly, ICAO says.

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