

ACCOMPLISHMENTS

Young Jin Heo	Solo	C-152	CFI David Kim
Rob Lovejoy	Solo	C-152	CFI Ryan Davis
Minki Kwon	PRIVATE	C-152	CFI Jae Chung
Michael Kang	PRIVATE	C-172	CFI Ryan Davis
Shane Sellers	Private	C-172	CFI Monty Groutage
Yogesh Dhotre	Commercial	C-172RG	CFI Ryan Davis
Keun Hong	Commercial Multi	Seminole	CFI Daniel Santos

NEW & REJOINED CLUB PILOTS! WELCOME!



MAHER ALZABEN

GENE COCHRAN

FATHI KARBOUG

STEVE KUMAGAI

SAKSHI NADIMPALLI

BRETT NESLAGE

CARMEN SMITH

LAWRENCE GOLDFIELD



CONGRATS to RICHARD GARNETT, top CLUB CFI for December, logging the most hours of dual given in club aircraft! Runners-up were DANIEL SANTOS and RYAN DAVIS!
TOP GUN AWARD goes to YOGESH DHOTRE for logging the most flight hours in club aircraft in December. Runners-up were YOUNG JIN HEO and EDWARD GALLOWAY III!!!

- (Cont. from Page 1)
9. Myth: Bird strikes are no more of a problem today than 20 or 30 years ago. Fact: In North America, bird strike hazards are increasing. Because of outstanding wildlife conservation environmental programs in North America, populations of many bird species have increased dramatically.
 8. Myth: Large aircraft are built to withstand all bird strikes. Fact: Large commercial aircraft like passenger jets are certified to be able to continue flying after impact with birds, even if substantial damage occurs and even if one engine has to be shut down. However, many birds in North America weigh over 4 lbs and most of these large birds travel in flocks. About 30% of strikes by birds weighing more than 4 lbs to civil aircraft in USA, 1990-2002, involved multiple birds.
 7. Myth: If a bird flies into an engine during takeoff and the engine quits, the airplane will crash. Fact: Large commercial jets are designed so that if any one engine is shut down, enough power is available from the remaining engine or engines to safely complete the flight. However, because birds travel in flocks, there is always a possibility that birds will be ingested into multiple engines.
 6. Myth: Nothing can be done to keep birds away from airports. Fact: There are a number of effective techniques that can reduce the number of birds in the airport area. The techniques fall into three categories: making the environment unattractive for birds, scaring the bird, and as a last, resort, reducing the bird population.
 5. Myth: It is illegal to kill birds just to protect aircraft. Fact: In North America, there are a few introduced (non-native) birds such as pigeons and starlings which are not federally protected species and generally may be killed if they pose a threat to aircraft. Most birds, such geese, gulls, and herons, may be killed in limited number by an airport authority after obtaining permits and demonstrating that non-lethal techniques are not adequate.
 4. Myth: If birds are a problem at an airport, killing them all would eliminate the problem. Fact: Even if it were legal to do so, killing off all birds at an airport will not solve the problem. Eliminating any one problem species will only lead to some other species taking its place. A combination of control measures which take into account habitat management is a superior long-term solution.
 3. Myth: Except for the very rare accident, bird strikes are only a nuisance to airline operators. Fact: For a modern jet airliner, even minor damage can lead to significant costs. For example, if bird strike damage leads to replacing a single pair of fan blades, the airline has to deal with not only the labor and materials of the repair, but also the indirect costs of keeping the aircraft out of revenue service and redirect passengers. The FAA estimates that bird strikes cost civil aviation over \$500 million per year in the US. Worldwide, bird strikes cost commercial air carriers over \$1 billion each year. Furthermore, minor damage is usually not covered by aircraft hull or engine insurance, so the costs of most bird strikes directly affects profits.
 2. Myth: Bird strikes are a concern only to those who fly. Fact: The issue of bird strikes is tied into a wide range of social and policy issues that go beyond aviation. Important areas where this is true is the environment. Past and present policies of wildlife and habitat can directly affect bird populations and bird strike hazards. Bird strikes can also have environmental consequences. For example, as a result of a bird strike into an engine on a B-747 departing Los Angeles International Airport (LAX) in August 2000, the pilot had to dump tons of fuel over the Pacific Ocean before returning to land safely at LAX.

And the top myth for our list: Bird strikes cannot cause serious airline accidents.

Additional resources:

- Waldock, William D. "Close Encounters (of the Bird Kind)." Aviation Safety Vol. XIII
- Wright, Sandy. "Canada Geese: Flying Elephants We Must Avoid." FAA Aviation News. Nov/Dec 1997
- AC 150/5200-32A, Reporting Wildlife Aircraft Strikes
- AC 150/5200-33B Hazardous Wildlife Attractants On Or Near Airports

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH for the help with this newsletter!

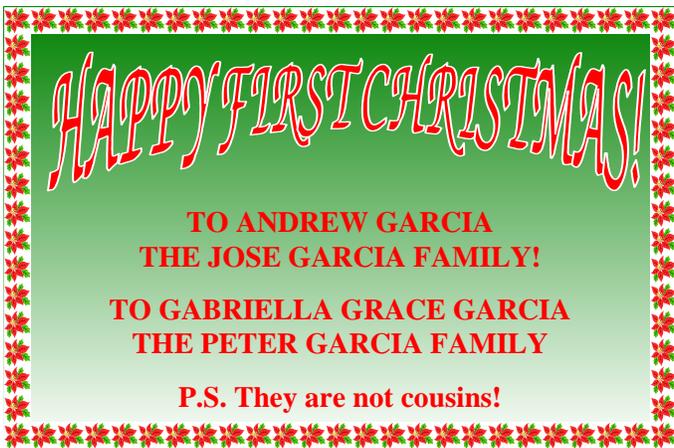
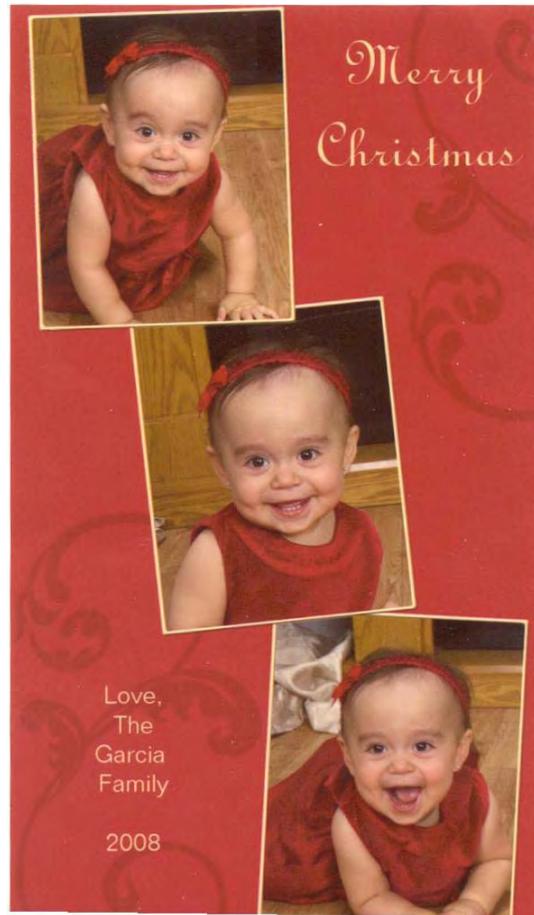
CONGRATULATIONS! Bill Lynch and Bree Ferguson got engaged in N272WC on December 18th.



HAPPY JANUARY BIRTHDAYS

- Eduardo Aguirre*
- Linda Amaya*
- Negin Badii*
- John Campbell*
- Dennis Chang*
- Gene Cochran*
- Homer Davis*
- Erik Degernes*
- Arvinder Dhillon*
- Shelley Estebo*
- Luis Flores*
- Kenneth Graham*
- Michael Grandy*
- Ron Haehn*
- Andrew Hood*
- Daniel Jenkins*
- Henry Jenkins*
- Ajay Kaundal*
- John Leaks*
- Michelle Machado*
- Jim Mc Namee*
- Kevin Nguyen*
- Betsy Parrot*
- Bojan Plavsic*
- Gordon Preidman*
- Paul Raymond*
- Thomas Runge*
- Mike Sampson*
- Tobias Sands*
- Shawn Scotland*
- Carmen Jean Smith*
- Cole Standish*
- Robert Sulahian*
- Donald Swett*
- Dom Tallarita*
- Robert Weebe*
- Jim White*
- Richard Williams*
- Angela Yoon*

CALENDARY	Jan. 28:	The Long Beach Flying Club and the Long Beach Airport Association GENERAL MEMBERSHIP MEETING will be held at the AirFlite facility on Taxiway Bravo at the end of Wardlow Road. A buffet will be served beginning at 6:30 PM with the program beginning at 7:00 PM. Everybody is welcome to attend -- we hope to see you there -- sandwiches, fruit and dessert will be served! This meeting will count toward CFI credit for January!
	Feb 1:	Santa Paula - 1st Sunday of each month, Antique cars Planes Hangers, Museum.
	Feb 7:	Chino Monthly Event includes seminars and, weather permitting and whenever possible, flight demonstrations by appropriate aircraft. Seminars start at about 10am and last till about 2pm and occur on the first Saturday of every month. Contact 909.597.3722
	Feb. 21:	Flabob Airport - 3rd Saturday Aircraft Displays & Car Show.
	Feb. 25:	Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm. We will be opining club challenges and opportunities, followed by Hank Smith's CFI Topic of the Month, discussing of regulations, training procedures, and other aspects of flying. Join us for an inspirational and educational hour!



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We also stock a host of aviation books, shirts, charts, and other pilot supplies, along with aviation-themed Christmas tree ornaments, mugs, clocks, . you name it!

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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.
3. We can email you a gift certificate. Send us or 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.

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