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*Teaching the world  
to fly!  
With all the aircraft  
you need from the first  
flight hour to an airline  
job and everything in  
between!*

APRIL 2007 NEWSLETTER

HAPPY EASTER, HAPPY SPRING!

EDITOR CANDY ROBINSON

EDITORIAL



## WHAT'S UP? MORE ATTEMPTS AT GENERAL AVIATION USER FEES

Recently I was asked to put together an article about user fees and the impact on general aviation. Here's a summary of what is available on AOPA.org:

### FAA FUNDING AND GENERAL AVIATION TAXES

On February 14, the Bush Administration released its proposal for changing the funding mechanism for the Federal Aviation Administration. In short, here's what the administration proposal would do:

- Raise general aviation gasoline taxes 366 percent to 70.1 cents per gallon (jet fuel is increased from 21.9 to 70.1 cents per gallon)
- Allow the FAA to impose user fee charges on GA aircraft flying in Class B airspace
- Allow the FAA to charge landing fees at some 215 airports
- Charge the airlines user fees, instead of taxes, and reduce the amount the airlines pay to the federal government
- Create an airline-dominated board to help set user fee rates and run the air traffic control system
- Allow the FAA to set fees and spending with no recourse to Congress or the courts. (View the text of the Next Generation Air Transportation System Financing Reform Act of 2007 at <http://www.aopa.org/aaafundingdebate/nextgenbill.pdf>)

States AOPA President Phil Boyer, "This isn't about blips, or funding, or whether individual pilots pay enough. It's about creating a radical new

way to pay for government safety services and turning control of safety over to private industry. It's about cost, safety, and freedom. It's about preserving general aviation and the freedom of average citizens to fly for business and pleasure."

### The Issues:

- Does the FAA need more money?
- Is the current tax system "broken"?
- Who should pay how much towards FAA costs?
- Who controls the airspace system-Congress or the airlines?

### The Players:

- The FAA and Department of Transportation want user fees to "match revenue to costs," to eliminate congressional controls on what they spend, and to charge pilots directly for FAA services.
- The big airlines want to shift some of the costs to support the FAA onto GA, and they want to control the air traffic control system and access to "their" airspace.
- The White House wants to take FAA funding "off budget" by charging user fees to free tax revenue for nonaviation uses
- General aviation wants to preserve a robust aviation system that is the envy of the world and that serves all citizens, not just the wealthy.

### The Timeline:

(continued page 2)

## WORDS OF WISDOM FROM [www.overtheairwaves.com](http://www.overtheairwaves.com) Vol. IV No. 1

**Tracking the Runway vs. Fly Runway Heading?** As private pilots, we all learned the importance of maintaining our track over the runway as we takeoff. Designated Pilot Examiners (DPEs) find great delight in giggling us for our failure to maintain this runway alignment after we rotate and begin our climb. So we all become adept at compensating for wind drift as the runway slips away DIRECTLY below us.

Then we become instrument pilots and the rules seemingly change. Our ATC issued clearance instructs us to "fly runway heading."

In executing our ATC clearance, do we factor in wind drift to remain aligned along the extended centerline of the runway, or do we simply point the airplane on a heading that matches the runway number and ignore the wind?

This is not a major issue unless, of course, the wind happens to be blowing at 35 knots directly across the runway.

There is a difference! While wind drift correction may be required to assure our continued track directly over the runway when taking off, ATC's issued instruction to "maintain runway heading" IGNORES the wind. Remember, in the IMC environment, we cannot see what effect the wind is having on our track across the ground.

ATC knows this, too. If ATC observes our radar track sliding too far left or right of its intended track due to wind drift (or anything else), they will issue a correcting heading for us to fly. Keep this in mind whenever taking off!

**The Correct Way!** Every pilot from entry level primary student to ATP candidate needs to have real time training and experience in REAL instrument conditions.

Marginal VFR is a fact of life for most areas of the world. We all had better become accustomed and capable of safely extricating ourselves from an unexpected IFR penetration. We do this by finding a qualified CFII and spending time with that person in hard IFR. We do not need to enroll in a full-blown instrument training program (which is not a bad idea). Instead, go up, fly in the clouds, get comfortable controlling the airplane solely by reference to the instruments.

The important goal is to get comfortable in your new surroundings. Learn not to panic, to keep your wings level, talk with ATC, and how you would steer to the nearest VFR.

In summary . . . beware! There will be naive' flight instructors who will tell you that the best way to prevent an IFR emergency is to always remain clear of IFR weather. This is like saying that the best way to avoid food poisoning is to remain clear of contaminated or spoiled food. Good in theory, but this will cut deeply into your dining out experiences!

No . . . VFR-only pilots should not be hanging around clouds or operating in marginal VFR conditions. Remember, however, stuff happens and it is best to be prepared.

Many years ago, Earl Nightengale, said, "You don't know something you never learned...and...You don't know something you've forgotten." He fathered a billion dollar industry based on our need to replenish and improve on what we already know. In the world of aviation we call that Recurrency, and help is on the way. A Private Pilot Ground School is currently in progress and, although you have been there before, here is a chance to Revisit, Review, and Renew what you already know. Choose from the following list of subjects available Tuesday and Thursday evenings 6:30 to 9:30. And call me, Hank Smith, for sit-in privileges. It won't cost you a billion dollars. **(562)-424-2288**

New Classes, Seminars, and Workshops will be forming. Want more info? Stop by the new Classroom Corner Information Board, Located, (Duh), next to the Classroom.



**HANK SMITH'S  
CLASSROOM  
CORNER**

### DATE - SUBJECT

4/5 A/C Systems Part 1  
4/10 A/C Systems Part 2  
4/12 Airport Operations  
4/17 Communications  
4/19 Airspace  
4/24 Charts  
4/26 Navigation  
5/01 Meteorology 1

### DATE - SUBJECT

5/03 Meteorology 2  
5/08 Weather Reports & Charts 1  
5/10 Weather Reports & Charts 2  
5/15 A/C Performance  
5/17 Flight Planning  
5/22 FAA regulations  
5/24 Weight & Balance  
5/29 Aviation Publications, Pilot Physiology

**ACCOMPLISHMENTS**



**CONGRATS**  
to JAE  
CHUNG, top  
**CLUB CFI**  
for March,

logging the most hours of  
dual given in club aircraft!  
Runner-ups were  
RICHARD GARNETT  
and PAUL RAYMOND!  
**TOP GUN AWARD** goes  
to SUNIL TANDON for  
logging the most flight  
hours in club aircraft in  
March. Runners-up were  
YAO YUAN WAN and  
SHIJI MATSUSE!

**CONGRATULATIONS**  
to club alumni  
GABYEAL YU who has  
recently joined Korean  
Airlines as a C-560  
Instructor in their Jet  
Transition Program.

KIM KELLY	SOLO	C152	CFI RICHARD GARNETT
DAVE LOCKE	SOLO	WARRIOR	CFI RICHARD GARNETT
JOE KIRK	PRIVATE	C172	CFI CODY PIERCE
KYUNG HWAN YOO	PRIVATE	C152	CFI JAESEONG OH
JONAH STEINBERG	PRIVATE	C152	CFI RICHARD GARNETT
ERIC ALFORD	PRIVATE	C152	CFI CODY PIERCE
SUNIL TANDON	INSTRUMENT	C152	CFI RICHARD GARNETT
YOO CHANG JOO	INSTRUMENT	C152	CFI JAESEONG OH
SUNIL TANDON	MULTI/COM	PA44	CFI DALE CHOPPIN
RICHARD GARNETT	MEI	PA44	CFI DALE CHOPPIN
JONG SIN SUN	MEI	PA44	CFI JAESEONG OH
JAE CHUNG	APT	C152	CFI JAESEONG OH
RICHARD GARNETT	APT	PA44	CFI JAESEONG OH
MIKE SEYMOUR	APT	C172RG	CFI JAESEONG OH

**NEW & REJOINED  
CLUB PILOTS!  
WELCOME!**



- Vladislav Borodulin*
- Yangsuk Cho*
- Timothy Clark*
- Nick Daniel*
- Guillermo Duran*
- Tony Fryklund*
- Kevin Holbrook*
- Shawn Krumwied*
- Robert Lee*
- Shinji Matsuse*
- Shun Okamoto*
- Steve Pause*
- Tobias Sands*
- Daniel Santos*
- Kirk Savagian*
- Shawn Scotland*
- Yukihiro Shimizu*
- Siwaporn Sritahar*
- Ben Trumble*
- Melvin White*

Continued from Page 1  
Congress must take action by  
October 2007, as the existing  
authority to collect aviation taxes  
on fuel, passenger tickets, and air cargo waybills will  
expire.

**Contacting Congress:**

As Phil Boyer covered in his open letter to members  
([http://www.aopa.org/whatsnew/  
newsitams/2007/070220funding.html](http://www.aopa.org/whatsnew/newsitams/2007/070220funding.html)), AOPA will be  
asking members to contact Congress at key times as the  
FAA funding issue progresses through the legislative  
process. Experience indicates that this is the best approach  
because a member of Congress will typically focus on FAA  
funding when it is coming up for consideration in a  
committee or by the full House or Senate. Some members  
have already received a request to write their member of  
Congress. But if you haven't and want to do so now, you  
can do this by making the following points on your  
personal or business stationery:

1. Introduce yourself by describing how you use your  
pilot certificate.
2. Express your opposition to the ridiculous fuel tax  
increase in the FAA plan by explaining what effect  
the tax on avgas going from the current 19.4 cents per  
gallon to 70.1 cents per gallon would have on your  
flying. (For turbine fuel users, the tax would escalate  
from 21.8 cents per gallon to 70.1 cents per gallon.)
3. Urge them to reject the Bush administration's request  
for air traffic control user fees for any segment of  
aviation by explaining that this is a major step toward  
privatizing the ATC system, placing it in the hands of  
FAA bureaucrats and the airlines by diminishing, and  
ultimately eliminating, congressional oversight of the  
nation's air transportation system. By the FAA's own  
admission, the system provides the world's safest  
airspace and handles more than six times the traffic of  
the next largest air traffic service organization.
4. While the FAA claims that the changes are needed  
because the current financing system is "broken,"

share with your representative that, based on  
projections using Office of Management and Budget  
data, the FAA can be funded using the existing  
system of aviation taxes. The radical changes  
proposed by the FAA are not needed to keep the  
U.S. aviation system vibrant and successful.

5. Conclude by asking if they will agree to oppose this  
plan and work with AOPA and others in the general  
aviation community to develop a reasonable and  
balanced plan for financing the FAA and  
modernizing the air traffic control system.

These talking points are helpful, but writing your own  
personal message is important. It is far better to send a  
personalized letter than an e-mail on issues like the future  
of the aviation system. All e-mails look alike, yet letters  
are unique. Letters emphasize the fact the writer is in the  
congressional district and often the letterhead illustrates  
the business and other relevant background of the author.

Please send your letter by fax (the fastest and best way  
to communicate with Congress), then follow up by  
mailing a copy.

Use the information below to contact your members of  
the House of Representatives or Senate. Please be sure to  
fax (301/695-2372), email (FAA\_funding@aopa.org) or  
mail AOPA a copy of any letter you send or response you  
receive from your representative.

Juanita Millender-McDonald (D) California 37th  
Torrance Office: 970 West 190th Street  
East Tower, Suite 900, Torrance, CA 90502  
Phone: (310) 538-1190, Facsimile: (310) 538-9672  
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Boxer, Barbara- (D - CA), Los Angeles Office: 312 N.  
Spring St. Suite 1748, Los Angeles, CA 90012  
(213) 894-5000, (213) 894-5042 fax  
<http://boxer.senate.gov/>

Feinstein, Dianne- (D - CA)  
Los Angeles Office: 11111 Santa Monica Blvd. # 915,

**HAPPY  
APRIL  
BIRTHDAYS**



- WILLIAM ARMET
- JAE CHANG
- PAUL CLAEYSSENS
- GILLES CONTI
- MARK CRAWFORD
- JAMES CURTIS
- DWIGHT DENNIS
- DANON FREAR
- RICHARD GARNETT
- KEVIN HOLBROOK
- CHRIS HOPKINS
- JOON-TAE KIM
- EMI KENNEDY
- LARRY LARKIN
- URI LEVY
- KEVIN MENDONC
- CARLOS ROSSIL
- DANIEL SANTOS
- YUKIHIRO SHIMIZU
- FEDERICO SILVESTRI
- JONG SIN SUN
- SUTHIWAT SUPINA
- NICHOLAS TAYLOR
- DANIEL VARGAS
- JORDON VAUGHN
- LOU WARDE
- THOMAS WATSON
- LANCE WEBB
- DAVID WIESE

**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!

**EMAILED:** Hi Candy and Sue, just when I (we) thought the time is up and we are able to escape from the  
Arizona furnace, things changed again ( this time for the better ). 2 weeks ago the owner of the aircraft informed  
us, that he is moving the plane to a different charter company and our employment with Globaljet might be over.  
He offered me to stay with the aircraft as captain and join Aero Jet Services. I applied and got the position as  
captain with a compensation I couldn't refuse. So we have at least another summer in Scottsdale. I'm at  
SimuFlite in Dallas, TX for my upgrade right now. It seems so fast 10 1/2 month ago I was still driving 26X  
over the practice area. I sure miss it..... Take care, Joey R.

**BORROWED?** Whoever borrowed the garden hose from the front yard of the club, please return it! It's a big hassle  
to move the hose from the back to the front and return each time to water. Thank you!

- C** April 17-23: 33rd annual **Sun 'n Fun Fly-In, Lakeland Fla.** For info see [www.sun-n-fun.org](http://www.sun-n-fun.org).
- A** April 25: 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 April!
- L** May 5: "The Fight for China," featuring P-40/A6M Zero, CAF Camarillo (CA). Aviation Art of Thomas Van  
Stein. Contact (805) 482-0064.
- E** May 19-20: Planes of Fame Airshow, Chino, Calif. Airport. Contact (909) 597-3722 or see  
[www.planesoffame.org](http://www.planesoffame.org).
- N** May 25-27: 43rd annual Watsonville Fly-In & Air Show, Watsonville, CA Airport. Contact Dave Brockmann at  
(831) 763-5600 or [www.watsonvilleflyin.org](http://www.watsonvilleflyin.org)
- D** May 30th: Long Beach Flying Club CFI meeting from 6:00 pm to 7:00 pm.