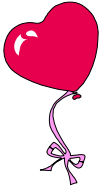




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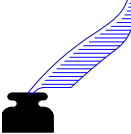


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FEBRUARY 2009 NEWSLETTER *HAPPY VALENTINES DAY!* EDITOR CANDY ROBINSON

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 Thursday, January 15, 2009 in New York, NY, Aircraft: AIRBUS A320, registration: N106US
Scheduled 14 CFR Part 121: Air Carrier operation of US AIRWAYS INC

On January 15, 2009, at approximately 1530 eastern standard time, USAirways flight 1549, an Airbus Industrie A320-214, N106US, equipped with CFM engines, incurred multiple bird strikes during initial climb, lost thrust to its engines, and ditched in the Hudson River. The flight was a Title 14 CFR Part 121 scheduled domestic passenger flight from New York's La Guardia Airport (LGA) to Charlotte Douglas International Airport (CLT) in Charlotte, North Carolina. Visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed.

AMERICAN AIRLINES PILOT TALKS ABOUT HER EXPERIENCE ON US AIRWAYS FLIGHT 1529

On January 30th, the Allied Pilots Association, which represents American Airlines pilots, sent out an exclusive account from one of their pilots who was onboard US Airways Flight 1549 when the pilots made a successful emergency ditching into New York's Hudson River. First Officer Susan O'Donnell is a LGA-based 767 pilot. She resides with her family in Winnsboro, South Carolina. Susan is a former Navy pilot, hired at AA in February 1990. She has flown the 727, F100, A300 and now the 767. Allied stated, "This is intended to give a unique insight into the event. We also hope that the crew's tremendous effort to take care of each other and the nearly instantaneous support of USAPA and APA responders become 'takeaways' for our pilots to use when faced with an emergency." The following is her account of the flight, the rescue and recovery response, as well as the support she experienced afterward:

I was a jumpseat rider seated in First Class on Flight 1549 from LGA to CLT, which successfully ditched in the Hudson River. I've been asked to share a few of my experiences on that day. Although it was a stressful incident, the successful outcome and the assistance and support I received afterwards have been truly humbling and inspirational. "After introducing myself to and being welcomed aboard by Captain Sullenberger and FO Skiles, I was offered seat 3D, an aisle seat in the last row of First Class. I was in my uniform. Another jumpseat rider took a seat in row 6. These were the last empty seats on the airplane. I wasn't paying much attention to the flight until, climbing out, there were several loud thumps occurring roughly simultaneously along both sides of the aircraft. "Bird strikes," I thought. A few seconds later, there was a bit of smoke and the stench of burning bird that seemed to confirm my guess. There was a turn to the left, and I assumed we were returning to LGA.

The passengers were concerned but calm. I couldn't see any part of the aircraft out the window from my aisle seat. Although I didn't hear much that sounded encouraging from the engines, I expected we would have at least partial thrust with which to limp back to LGA. We rolled out of the turn, and I could tell we were not maintaining altitude. Then we heard the PA: "This is the Captain. Brace for impact." "Obviously we weren't returning to LGA, and I could see enough out the window to realize we'd be landing in the river. The flight attendants began shouting their "brace" litanies and kept it up until touchdown. The descent seemed very controlled, and the sink rate reasonably low. I believed the impact would be violent but survivable, although I did consider the alternative. The passengers remained calm and almost completely quiet. As we approached the water, I braced by folding my arms against the seat back in front of me, then putting my head against my arms. There was a brief hard jolt, a rapid decel and we were stopped. It was much milder than I had anticipated. If the jolt had been turbulence, I would have described it as =2.0 moderate. Thinking about it later on, I realized it was no worse than a carrier landing. "After landing, the attitude of the aircraft was slightly nose high, but not far off a normal parked attitude, and there was no obvious damage to the cabin or water intrusion where I was. No one was hurt or panicked. We all stood up. I could hear the doors open and the sound of slide inflation. There was a verbal command "Evacuate;" people were already moving towards the doors. I exited through the forward right door and entered the raft. The evacuation up front was orderly and swift, and we were not in the water long before being picked up by various boats, which were extremely quick to the scene. Many passengers were standing on the wing, going from feet dry to nearly waist deep as the rescue progressed. They were of course the first to be picked up by the arriving boats. I was picked up by a large ferry boat, climbing a ladder hanging from the bow. It didn't take long to get all passengers into the boats and to the ferry terminals.

Once at the terminal, we were met by police, firemen, paramedics, FBI, Homeland Security, the Red Cross, Mayor Bloomberg, and more. Captain Sullenberger continued in a leadership role in the aftermath, talking with the passengers, assembling his crew and including myself and the other jumpseat rider as members of his crew. I was impressed to note that he had the aircraft logbook tucked under his arm. When the Captain asked me if I wanted to join the crew at the hotel, I told him I would really appreciate it as I had lost my wallet. He immediately pulled out his wallet and gave me \$20. His concern for me when he had so much else to (cont. on page 2)

IS YOUR MEDICAL CERTIFICATE REALLY CURRENT? Submitted by RICHARD GARNETT

Most pilots are aware that after we receive our medical certificate, the FAA allows us to "self certify" ourselves after minor ailments or injuries. If you have the flu, sprain your ankle, or incur some other minor malady that will interfere with your ability to safely pilot an aircraft, you are not medically legal to act a PIC. After your illness or injury has healed, you may "self certify" yourself as being medically fit to again act as PIC. In these cases it is the determination of the pilot whether or not he can "self certify" himself.

Now, other more significant physical changes may invalidate your medical certificate until you obtain a new medical examination from an AME or approval from the FAA. An example of this is Lasik eye surgery. Pilots whose medical certificates contain the limitation "holder shall wear corrective lenses", and subsequently have Lasik eye surgery, their medical certificates become invalid. Even though their eyesight may have actually improved, the FAA requires that the results of a new eye exam be submitted and a new medical certificate be issued before that person may act as PIC.

Questions regarding medical certification can be answered by your AME, the FAA Medical Certification Branch or www.faa.gov.



CLASSROOM CORNER HANK SMITH

Congratulations to Fontaine Marsi, Maher Alzaben, and Brett Neslage - Newest graduates of our continuous Private Pilot Ground School.... Yup, you guessed it - We started right up again on Tuesday, February 3rd. (Work, work, work - Work, work, work. When will it ever end? 'Never, I hope'). I agree with Sydney J. Harris, who said, "When I hear somebody say, 'Life is hard', I am tempted to ask, 'Compared to what?' Well, one "bump in the road" comes to mind - The Check-ride. I might be able to help you prepare for it with a "Pre Check-ride Evaluation". Then, you'll "Know that you know" -or- "Know what you need to know", which will be nice to know. (ya know?)
...Hank, F.A.A. *Free Advice Anytime...

. Hank (562) 424-228

ACCOMPLISHMENTS

| | | | |
|-----------------|------------|----------|---------------------|
| Mike Prencave | SOLO | C-172 | CFI Ryan Davis |
| Mark Pehrson | Private | C-152 | CFI Ryan Davis |
| Sam Raymond | Private | C-152 | CFI Cody Pierce |
| Robert Lee | Instrument | Warrior | CFI Richard Garnett |
| Jason Perez | Instrument | Warrior | CFI Richard Garnett |
| Yangsuk Cho | Comm.Multi | Seminole | CFI Danile Green |
| Marcos Loureiro | ATP | Seminole | CFI Dale Choppin |

1 CONGRATS to RICHARD GARNETT, top CLUB CFI for January, logging the most hours of dual given in club aircraft! Runners-up were PAUL RAYMOND and DANIEL SANTOS!
 TOP GUN AWARD goes to JESS D'COSTA for logging the most flight hours in club aircraft in January. Runners-up were SANDESH BHAVANAM and YOUNG JIN HEO!!!
 CONGRATULATIONS to club CFI Brett Bedard on landing his job as an First Officer in the CRJ with Santa Barbara-based Empire Airlines and to alumni and First Lieutenant Patrick S. Clever on his recent graduation from flight training at Enid Air Force Base, Oklahoma — he has been chosen to command the RC12 Meridian!

(Cont. from Page 1) worry about was amazing. "The USAPA representative was on the scene very quickly, and again included the other jumpseat rider and myself with the rest of the crew. I didn't see a flight attendant representative; USAPA took care of the FAs as well. The USAPA representative escorted the entire crew to the hospital (we rode in a NYFD fire truck), where we were joined by other USAPA reps and the USAPA lawyer, all of whom continued to consider me as one of the crew. At the hospital, I had finally called the APA "in case of accident" number on the back of my ID badge for APA. I had not initially thought of that as applying to my situation, as a jumpseater on another airline, but I called anyway. I spoke with APA LGA Vice Chairman Captain Glenn Schafer, who departed immediately to come assist me.

After a routine evaluation, they transported us by police car to a hotel, where rooms were waiting. The USAPA version of our Flight Assist was also there, and they spoke to me and offered me whatever assistance I needed, again as if I was one of their own. The USAPA reps also brought all of us some clothing and toiletries that they had purchased. Captain Schafer arrived at the hotel, bringing me some necessary items. He stayed overnight at the hotel, making flight arrangements for me to go home the next day and escorting me to the airport. Captain Mark Cronin from the AA NY Flight Office met me at the departure gate, again offering assistance and support.

I am grateful for the many calls of concern and offers of help I have received, from fellow pilots, union representatives and the company, and I am grateful for and proud of the response and assistance of both USAPA and APA. I would hope that our union would treat another airline's crewmember as kindly as I was treated. USAirways has also been superb, treating me as if I was a paying passenger. I am also thankful for the professionalism and capabilities of Captain Sullenberger, FO Skiles and FAs Dent, Dail and Welsh. They certainly did our profession proud, and they saved my life.

FAA NOTICE OF PROPOSED RULEMAKING (NPRM) Submitted by Brian Adams

1000.1A No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

1000.1B If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

1000.1C Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such manner as to eliminate any further comprehension hazards.

1000.1D The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

* * * * *

NOTAM: Club pilots wishing to write safety articles for our monthly newsletters would be greatly appreciated! Many thanks to HANK SMITH, Brian Adams, Jim Carroll and Richard Garnett for the help with this newsletter!

NOTAM: Thank you for the newsletter. I am really proud of the TOP GUN Award for 2008. It was a pleasure to fly in LBFC. I am still flying as a first officer of Pilatus PC12 in NG2 Flight Department. All the best in New Year! Best Regards — Andrzej Lejczak

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|--|------------|---|
| C A L E N D A R | 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! |
| | March 1: | Santa Paula - 1st Sunday of each month, Antique cars Planes Hangers, Museum. |
| | March 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 |
| | March. 21: | Flabob Airport - 3rd Saturday Aircraft Displays & Car Show. |
| | April 29: | The Long Beach Flying Club and the Long Beach Airport Association GENERAL MEMBER-SHIP 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! |

NEW & REJOINED CLUB PILOTS! WELCOME!



- JOSEPH BELCHER*
- JEFF DVONCH*
- JESUS ELIZONDO*
- LESLIE FISCHER*
- KEVIN GABELE*
- MICHELLE GREEN*
- KEVIN KUSKE*
- MARCOS LOUREIRO*
- ISAAC NAVARRO*
- EDDIE PAYNE*
- MORRIS ROBERTS*
- ERIC ABREGO*
- OSCAR QUIROZ*



HAPPY FEBRUARY BIRTHDAYS

- Hitesh Ahire*
- Judy Andoe*
- Chip Baldoni*
- Robert Brennan*
- Peter Engler*
- Glenn Fielding*
- Michael Ford*
- Juan Fuxa*
- Kevin Grus*
- Woo Jin Hann*
- Richard Harr*
- Eric Hatch*
- Sam Hendrick*
- Keun Hong*
- Matthew Jenkins*
- Joe Kirk*
- Wesley Lambert*
- Scott Leighton*
- Matthew Nethers*
- Alec Orrick*
- Steve Park*
- Gnyandev Patel*
- Joshua Rivero*
- Leif Rowe*
- Changmin Son*
- Danny Chi Tong*
- Robert Trujillo*
- Stephen Tucker*
- Michael Wetsman*



1Lt Patrick S. Clever

Class 09-01



RC-12 Meridian ANG MS

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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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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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The best photo of USAir versus the Hudson.