

✈ BEFA Newsletter ✈

BEFA: Phone (425) 237-2332, M/S 94-35

840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

<u>Name</u>	<u>Class</u>	<u>Location</u>
Andrew Boike	Guest	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Darryl Ljunhammer	8/1	Veryioglou
Brad Dondlinger	8/9	Veryioglou
Nathan Price	8/10	Olmstead
Anish Taylor	8/16	Lancaster
Tim Cassidy	8/23	Hickman
Clinton Travis	8/27	Whiting

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Ron Talcott	7/30	Comm SES	Wolington
Victor Yang	8/9	Private	Behrend
Mark Jenkins	8/15	Private	Marshall
Piotr Lubowiecki	8/26	Private	Demco/Davis
Rob Laird	8/28	Private	McKechnie
Tim Jensen	8/29	Private	Marshall
Matt Smith	8/30	CFI	Yager

Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team.</u> (Contact Walt Cameron)	6-9pm	TH	RNT
• <u>Board Meeting</u>	5:00pm	9/21	RNT
• <u>CFI Meeting</u>	5:30pm	9/19	RNT

From Your President
By Frank Marshall

Getting Things into Shape: As many of you have noticed, our aircraft fleet is not the only thing that has been significantly improved recently. We've also been gradually whipping our facilities themselves into shape. With last year's exterior painting and hangar door replacement, and this summer's new roof on the office building, the exterior appearance of the Renton facility has been dramatically improved. The recent relocation of the PAE facility, coupled

with the addition of Clearwire internet access, has improved things there as well.

Inside at RNT, the new heating/air-conditioning system has allowed us to keep it comfortable right through the heart of the summer. In particular it now becomes practical to consider offering courses in the upstairs classroom during the summer.

This past month the parking lot and the asphalt parts of our ramp area have been repaired. After a suitable curing time, all of the asphalt areas will be re-sealed and re-stripped. (This will necessitate another day or two of inconvenient parking to the south while the work is being done. Please honor the "Parking Lot Closed" signs during these periods.)

During the past month we have also applied a new treatment to the entire hangar roof to eliminate a number of annoying leaks. (Classroom attendees will no longer have to share seating space with strategically located buckets during rainstorms.)

In the works for the near future are a new system of membership cards (which will be particularly useful for those going through Customs on Canadian trips), a new security-camera system for both the office area and the exterior areas, and continuing work on the upstairs pilot lounge.

As for the fleet, besides the recently added airplanes discussed in last month's newsletter, we have finally been able to put both the Citabria and the Cirrus back into service after lengthy repairs. Enjoy!

Rate Change for the Arrow: As a result of the costly maintenance history of the Arrow (32521), the owner has made the painful decision to increase the base hourly tach book rate by \$10. Thus the new rate for this airplane is \$99 per tach hour, plus fuel surcharge.

Fuel Surcharges: Surcharges and rates for September are as follows:

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$34.20	\$193.20
C150	\$52.00	\$9.90	\$61.90
C172	\$68.00	\$14.22	\$82.22
C172SP	\$75.00	\$16.02	\$91.02
C172XP	\$120.00	\$13.68	\$133.68
C182Q	\$100.00	\$23.40	\$123.40
C182RG	\$105.00	\$23.76	\$128.76
Citabria	\$75.00	\$14.22	\$89.22
PA-28-151	\$68.00	\$14.22	\$82.22
PA-28R200	\$99.00	\$16.20	\$115.20
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00
SR20-WD	\$113.00	\$21.60	\$134.60
SR20-WE	\$133.00	\$21.60	\$154.60

(“M” and “NM” refer to members and non-members, respectively, and “WD” and “WE,” to weekdays and weekends plus holidays, respectively.)

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

PREFLIGHTING THE AIRCRAFT LIGHTS

A note about preflighting the aircraft lights – it’s been noted that some of the BEFA pilots are leaving the lights on after checking the disposition of the lights. In one case, the pilot left the lights on for 5 minutes! Remember that this reduces the life of the bulbs as they do not have any airflow going over them, causing them to heat up and burn out quicker than normal. It is also a drain on the battery and also the charging system too. Please get the lights off as soon as practical. Thanks.

UPDATES OF INFORMATION

Please access your Schedule Master account to update your phone numbers and other contact information. To do this, click on the user tab, type your name in and click on your name and when data box comes up change the numbers and remember to click “save”. There is also a preferences button on the same page, which allows you to provide other contact options for Schedule Master to notify you of cancellations etc. You may want to fill this section out, as it allows you to be notified by email, fax or pager in the event of schedule changes. Remember, your phone numbers are accessible to the other members, which helps us all in the event of schedule or fleet changes. If this information does not help you to update your user information, please give us a call at the office.

GRIEVANCES/INCIDENTS:

- 4801D 8/2/07 Gustlock & pitot cover left off, seatbelts

left on floor.

- 5344K 8/7/07 2nd time “no show” did not cancel their schedule out.
- 78440 8/8/07 Multiple oily rags in the side pocket.
- 4801D 8/8/07 “No show” did not cancel out morning flight schedule.
- 435SP 8/21/07 Half eaten chocolate energy bar left in pilot’s side pocket.
- 32521 8/22/07 Oily rag left in cargo compartment.

Notes From The Office

‘Attaboys For Our Volunteers

Your fellow members continue to pitch in to keep us running smoothly, often saving money in the process. This month we thank:

- Erik Schutten for getting the new BEFA coat logos and artwork setup with our new supplier.
 - Will Allen, (CFI) for loading many data bases.
 - Erik Schutten for doing a critical parts run.
 - Jeff Lenge for sprucing up the office grounds.
 - Jensine Paoletti, Stu Lancaster (CFI), Bob Guthrie (CFI) for helping staff stuff the invoices.
 - Stuart Lancaster (CFI) for filling oil bottles and delivering them to PAE fleet.
 - Jeff Clark for much weeding of the tarmac cracks.
 - Daryl Hickman (CFI) for filling the oil bottles.
 - Travis Nelson for weed whacking the grounds.
 - Maynard Winchester for moving planes.
 - Bob Guthrie (CFI) for facilitating repair of 662AJ at Auburn.
 - Jack Yager (CFI) for all the after hours float pickups he’s done.
 - Jim Goodnow for various tasks this month
 - Howard Wolvington (CFI) for donating mineral oil to BEFA & relocating plane for maintenance.
 - Tom Howard (A&P), for filling all the oil bottles & joining the BEFA Crew.
 - Dane Olmstead (CFI), Bob Guthrie (CFI) for various tasks this month.
 - Jack Yager (CFI) and Vince Butterfield for picking up plane.
 - John Searce and Maynard Winchester for helping with the recent parking lot signage.
 - Mason Wright for hauling the old lights and ballast to the recycling center.
 - Tim Veryioglou for moving plane to maintenance.
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Volunteer Help Is STILL Needed

BEFA has a regular need for volunteer help. Unfortunately, Boeing work demands are making it increasingly difficult to provide community service. BEFA has many needs and cannot satisfy them without member help. If you can contribute, please call the office to volunteer. Some of the things that require volunteers are:

- Members with drywall taping experience needed.
- Anyone with pavement paint-striping experience needed.
- Help needed with weed whacking the tarmac area
- Oil bottle fillers needed

If you can head up or help on any of the above projects please let Wes know. Your efforts are greatly appreciated!

From Your Safety Officer By Bob Guthrie

Fall flying is not here yet, so I thought and thought about this month's article. You all know that flying safely begins on the ground. Get all the information you can about the intended flight, prepare a careful plan and then fly the plan. To aid in your preparations, this month's article is going to take the form of several reminders.

Firstly, the fall CFI meeting will take place in the BEFA conference room on September 19 at 5:30pm.

Secondly, in last month's safety officer report, we reported on the BEFA approach to help you ensure that your aircraft has the correct amount of engine oil for local flying. This month, I got into a C172 that had been overfilled. Please, re-read last month's (July) Safety Officer report (The July newsletter is available on the BEFA website at: <http://www.befa.org/news/news0708.pdf>), and do not under or overfill the oil sump.

Thirdly, the BEFA cross country rule is very straight forward. You first need to know what we consider a cross country flight, then get the form, it is available on the web, send the form to the office, with a check if required and Diana will schedule the airplane and put it in the cross country tray for approval. I will look in your pilot's record. If you are current in the airplane scheduled and I know enough about your intended route, I will approve the plan, otherwise I will call you. If you plan a cross country flight within eight days of the flight, you can use Schedule Master yourself. Then the responsibility is on you to get the itinerary form to me before the flight. Neither Wes nor I am in on Sunday, Wes is gone on Monday and I fly at Paine on Tuesday, but you must still

get your itinerary approved before the flight.

Fourthly, we described the hazards of mountain flying last month. I went to Cle Elum this month on a mountain check ride. The weather was clear, the winds were reported as calm on this side and very light at ELN out of the East. We approached the airport with a tailwind of about ten knots, we crossed over the airport 500 feet above pattern altitude and neither one of us could see the windsock. I know it is there but its color is now just about the same as the background. We decided to land to the west and the tailwind on the downwind confirmed our decision was a good one. On final the wind shifted to a direct crosswind, the landing was good and we started to taxi back. The wind shifted again, now directly out of the East. All this happened in about three minutes. The moral of this story is the same as last month's - the winds change in the mountains, be prepared and be careful.

Fly Safely.
Bob Guthrie

World Land Speed Record Attempt Lecture Museum of Flight, September 18 at 6:00pm

A very interesting free lecture is being sponsored by The Royal Aeronautical Society – Seattle Chapter at 6pm on September 18 at the Museum of Flight. The guest lecturers are Ed Shadle, accomplished and experienced race veteran, and co-owner Keith Zanghi, and they will be talking about their efforts to set a new World Land Speed Record! The current World Land Speed Record is held by the British and stands at 763 mph, Mach 1.02. The speakers think it's time to bring that record back to the USA and intend to drive the North American Eagle over 800 mph to do just that. Ed's legendary speed accomplishments provide convincing credibility that he and their talented team have the experience and technical capabilities to accomplish this extraordinary feat. A supersonic land vehicle poses incredible technical, logistic, safety, and financial challenges. This lecture will no doubt prove to be fascinating.

For those who are wondering about the link between this lecture and the aviation world, the vehicle in its earlier days was a Lockheed F104 Starfighter which had already participated in famous assignments such as being the chase plane for the X-15. Now as a land based vehicle of some 42,500 hp, new fame seems likely in her future. You may have already seen this airplane now turned land vehicle at a Northwest EAA Arlington fly-in in years past. Here is a picture of this amazing vehicle:

Photo Credit NME – The North American Eagle



Photographer: Doug Schwartz

The project has generated impressive technology improvements and innovations in everything from brakes to wheels and even high speed parachutes.

The lecture is free and open to all, although the Royal Aeronautical Society Seattle chapter gladly welcomes new members – your \$15 yearly dues help to support their efforts to bring interesting speakers to you and others. Visit their website at: <http://seattle-raes.org>

For the Web Heads: Links

SCHEDULE MASTER: <http://www.schedulemaster.com>

or

1-800-414-6114 using your user ID, password and phone menu

BEFA Homepage: <http://www.befa.org>

Webmaster: John Scearce john.p.scearce@boeing.com

Classified Ads

This space available for free classified ads by BEFA members. Contact the newsletter editor.

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	1) Ops Manager: Leave voicemail (425) 237-2332 or Pager 206-540-7720	
	2) Ops Officer, or 3) Any Board Member	
Everett		
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