

✈ BEFA Newsletter ✈

Fair Winds, Blue Skies and Happy Holidays to All!

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

840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

Einar Ask	Class II	RNT
Kevin Dukes	Class III	RNT
Michael Stutz	Class II	RNT
Eric Tomlinson	Class II	RNT
Dino Valalla	Class I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jim Halvorson	11/3	Turlington

Congratulations!

<u>New Ratings</u>	<u>Type</u>	<u>Date</u>	<u>Instructor</u>
Jeff Harding	Instrument	11/6	Wolvington
Jacqueline Adler	Private SEL	11/13	J. Yager
Don McGinnis	Instrument	11/15	J. Yager
Jo Diamond	Comm. SEL	11/25	B. Guthrie
Chris Miskell	MEI	11/23	Tibbits
Chris Miskell	CFII	11/24	Tibbits
William Hyland	Instrument	11/27	Turlington

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>	5:00p	12/20	RNT
• <u>Deadline to sign up for</u> <u>Private and Instrument Ground School/Refresher Class</u>		12/16	Office
• <u>Private Pilot Ground School</u>		1/6/03	RNT

From Your President

Bill Shepherd

This will be my last message to you as a Board member, and BEFA President. I have enjoyed my tenure on the Board, and have generally found it interesting and rewarding. Thanks for the opportunity to serve you as Secretary, Ops Officer, and

finally President. Now for a little more time on the flight line. 2002 has been a banner year for BEFA. The fleet has never been as well equipped and maintained. Readiness for flight, combined with an extraordinary weather year has led to total fleet hours well above the average of past years. After years of gradually increasing aircraft rental rates, we found the level, about a year and half ago that satisfied my long held goal as a Board member of producing a financially stable organization. We now are in the black with escrow accounts to manage future lump-sum expenses. Next year we expect to see many of our engines reach TBO, and this time around we have money set aside to meet the challenge. The only fly in this ointment is out-of-control insurance rates. A pattern of substantial insurance rate increases began several years ago. We dodged the initial wave, but were hit with a major increase last year. It will not be surprising if we see another increase in 2003 - an unfortunate reality of our aviation world. We are moving toward partial self-insurance to gain some control of this cost, but it will continue to be a problem area for the whole industry for some time to come.

You elected Howard Wolvington as President, Walt Cameron as Operations Officer, and Matt Malkin as Secretary. All three have excellent backgrounds for Board service. Howard is moving from Ops. Walt, with years of experience with Citabria restoration and the BEFA crew, has also developed a close working relationship with Ace Aviation. Matt also comes with Citabria experience, and is heavily involved with the Floatplane as well. He has a long and consistent volunteer involvement also. They join Treasurer Lawrence Day, VP John Scarce, and Safety Officer Mike Sievers on a strong and experienced Board that will maintain and consolidate the gains of previous years. My congratulations and best wishes to all.

I also want to thank Jack Yager for his excellent participation as a Board member in the Secretary position. Jack performed his assigned duties with diligence and style, and most importantly took the time to understand Board issues and provide thoughtful input toward their resolution.

You also approved the Bylaws change recommended to return the definition of Family membership to its core family definition while moving the expanded family member applicants to the Guest category.

I want to join with the existing and incoming Board members to wish you all the best of the Holiday Season, and the enjoyment of another year of the best of Puget Sound flying with BEFA.

From Your Operations Officer Howard Wolvington

Fleet Status: As this is written at the end of November, the fleet is fully operational except for the Warrior, N41896. The avionics upgrade has been completed on it and it is now certified for IFR GPS operations. Repairs were also completed on the autopilot and the DG. It is currently in the paint shop and due out mid-December. We are also having the front seats recovered, and the problem of mildew in the carpet and side panels is being addressed.

While in annual, we had an IFR certification completed on N736NN. We also installed a CDI in the previously blank position for the #2 NAV/COM, so it is now legal for IFR flight under both FAA and BEFA rules.

Fleet Usage: Fleet usage in October was another record-breaking 608 hours, 122% of the average of the previous three years. The three-year average was drawn down last year because of 9/11, but this October was still 10% greater than the usage we had in October of 2000 and 1999. This leaves our year-to-date usage at 6,362 hours, a 10% increase over the year-to-date average of the previous three years.

Airport Security: AOPA and the Transportation Security Administration have initiated an "Airport Watch" program effective December 2002. Similar to a "Neighborhood Watch" program designed to reduce crime around our residential areas, the idea is to identify and report to appropriate authorities any suspicious activity around airports. This activity might be terrorist related or just that of common criminals. (A couple of years ago, we had avionics removed from some of our aircraft, so this can indeed be a real problem.) Any pilot who notices suspicious activities is asked to call 866-GA-SECURE (1-866-427-3287). This hotline is staffed 24/7 by the TSA. Posters and pamphlets that show examples of suspicious activities will be distributed to AOPA members, and a copy will be posted in the BEFA office when it arrives.

At the Renton airport, the City continues to improve airport security with revised fencing and automated gates. It is important that members close the ramp access gate whenever we go out. Leaving the gate open compromises ramp security, and leaves the impression that BEFA members may not care about security.

Safety and Operations Briefing By Wes McKechnie, BEFA Operations Manager

UPCOMING GROUND SCHOOLS AND REVIEWS

VFR-PRIVATE PILOT AND PRIVATE PILOT REFRESHER

BEFA is sponsoring another Private Pilot Ground School to be taught by Jack Yager starting sometime in January '03. This is NOT the Boeing LEAD/Off-Hours sponsored class, but is open to the BEFA members and the GENERAL PUBLIC who do not qualify for the Boeing LEAD/Off Hours class. It will run 9 to 10 weeks, two classes a week of 2 to 3 hours in length depending on subject matter. BEFA members' cost is \$290 and non-members is \$320. This is a very comprehensive course and the cost includes all materials. If you are already a rated pilot and just want to attend for a refresher, you may sign up for \$190 (member), and \$210 (non-member), but it will not include any materials. All interested participants must be registered by December 16, 2002. Please contact the Renton office to sign up, 425-237-2332.

IFR-INSTRUMENT GROUND SCHOOL AND IFR REFRESHER

BEFA is also sponsoring an IFR Ground School taught by Craig Thomson starting January 6, 2003. It will run 9 to 10 weeks, Monday and Wednesday night at the Renton Classroom. Again, this is open to the general public as well. Cost is \$300 for BEFA members and \$330 for non-members. For any existing IFR pilots who wish to sit in for an excellent review, (with no materials provided), the cost is \$190 (member) and \$210 (non-member). Please call the office at 425-237-2332 to sign up. All interested participants must be registered by December 16, 2002.

GRIEVANCES:

- 11/08/02 5344K - oily rag left in back pocket.
- 11/26/02 704RY - oily rag left in back pocket.

Notes From The Office

'Attaboys For Our Volunteers

Your fellow members continue to pitch in to oil the gears of the operation, often saving money in the process. This month we thank:

- Chris Miskell for help in repositioning airplanes
- Joe Kranak for work on the poster backing.
- Dan Downey for running parts to PAE maintenance.
- Bonnie Cole for baked goods at the office.

- David Tsui for joining the BEFA Crew Thursday and Sunday nights. Regulars Walt Cameron, Ron Larson, Bob Carter and Ernst Langhout appreciate the help
- 736NN waxing team led by Sandy Urquhart. They started early and worked most of Saturday morning. The team members were Chris and Michelle Condliff, Clay Anderson, Matt Malkin, Doug Vanderleest and Jack Yager
- Matt Ray (CFI), Chris Miskell (CFI) and Stacey Ridenour for stuffing and collating invoices and newsletters.
- Dan Turlington (CFI) for installing the whiteboard in the back room.

If I left anyone out, please let me know.

Thank you all for your generous support.

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:

- AIRCRAFT WASHERS/POLISHERS NEEDED!!
- Someone to help install a blower fan and vent for the upstairs classroom.
- Someone to install a window in the classroom.
- Helpers to assist the Crew in a regular once a month cleaning of the hangar.
- Bamboo rollup type sun shades needed for the office.
- Need someone to clean the lobby furniture

If you can head up or help on any of the above projects please let Wes know. Your contribution of your valuable time is greatly appreciated!

From Your Safety Officer Mike Sievers

As each of us learned in training, organization of the cockpit and of the flight details lowers the workload, and this includes the kind of material you take with you in your flight bag. Having your resources conveniently organized will help you continue to cross-check the navigation sources, fuel levels, and weather in a timely manner throughout the flight.

The complexities of today's airplanes and flight environment require a systematic approach to the operation of flying. And

you cannot be systematic unless you are organized. This starts with a checklist. Use the manufacturer's checklist, or develop your list own based on the manufacturer's checklist with additional details according to the airplane or club specifications. This way, phase checklists (before takeoff, climb, cruise, approach, after-landing, etc.) can accomplish all the important procedures and you won't have to rely on your memory to recall key items specific to the airplane. You can also add to the checklist things for quick reference during the flight, such as V-speeds. Whether you use your own checklist or the one from the POH, always position the checklist in the same place – in a pocket by your leg or in a seat pocket within reach. It is distracting to have to search for important tools, especially in high-workload environments, when working the issues at hand require most of your attention.

Beyond the checklists, be familiar with the organization of the materials you will be using in the cockpit. You can have the most amazing flight computer at your fingertips, yet not be able to extract any information from it if you must look at the users manual to do simple calculations. The same goes for airport guides, charts, approach plates, and navigation logs. If you don't know where to look for the information ahead of time, you increase your workload in the cockpit. A few minutes spent familiarizing yourself with the layout of an airport guide will help you find the traffic pattern altitude at a glance rather than through a minute of scanning the page when you should be scanning for traffic. Technology is great, but what it really comes down to are those fundamentals we learned: instrument interpretation, cross-check, and airplane control. If you aim for consistency by organizing the cockpit so that everything is in its place every time, those fundamentals come easily.

Have A Story To Share?

All contributions are welcome - send all articles to the newsletter editor by the 24th of the month preceeding the next newsletter via email, text or in MS Word formats.

Classified Ads

For Sale: Flight Sim Yoke USB and Pro Pedals USB

Low time, fresh annual and great exterior!

Work on that scan rate at home, or just barn storm down the Grand Canyon. These components work great with all the simulators on the market, especially MS Flight Simulator 2002. See the details at www.chproducts.com/retail/usb_flight_sim.html

Price: \$175 OBO. Call Tim at 206.938.2570

This space available for free classified ads to members. Contact your newsletter editor for information.

For the Web Heads

SCHEDULE MASTER:

<http://www.schedulemaster.com/smlogin.htm>

(There's a link from BEFA's homepage)

Not near the web? You can also use

Schedule Master Telephone Scheduling:

1-800-414-6114

using your user ID, password and the touch tone phone menu

BEFA ON THE WEB:

BEFA homepage: <http://befa.home.mindspring.com>

WebMaster Chuck Malmsten: chuck.malmsten@boeing.com

BEFA office Email: befa_office@mindspring.com

BEFA EXCHANGE PUBLIC FOLDER:

For Exchange users, add the BEFA PF to your "Favorites" folder, located in the "Public Folders" directory. Go into the BEFA Public Folder (see location above), then go to the Exchange "File" menu and select "Add to favorites". A mirror of the BEFA Public Folder will appear in you Favorites folder.

The Club folder is located in Exchange at Public Folders/All Public Folders/Boeing Recreational Clubs/BEFA.

To send a message to the folder from inside, or outside Boeing, type: "BEFA@PSS.Boeing.com" in the message "To..." line or "Cc..." line, check the name to make sure you got it right (Ctrl+K), and send it

Reply to a message that you see in the public folder: make sure your reply is addressed as above if you only want your reply to go to the PF.

OTHER LINKS:

Soaring Club (BESC): <http://boeingsoaring.com/>

SEA FSDO: <http://www.faa.gov/fsdo/seafsdo/>

DUATS: <http://www.duats.com/duats.cgi>

Officers and Staff

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Maintenance ACE Aviation Contact, in order:

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

Everett

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