

✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

Lori Bechtold	Class II	RNT
Christina Gunderson	Family	RNT
Scott Gunderson	Class I	RNT
Cody Hargreaves	Class I	RNT
Richard Hargreaves	Class I	RNT
Tom Mirante	Class I	RNT
Keith Shearer	Class II	RNT
Robert Young	Class II	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Eric Tomlinson	12/18	Koehne

Congratulations!

<u>New Ratings</u>	<u>Type</u>	<u>Date</u>	<u>Instructor</u>
Kris McKelvey	ATP	10/31	Davis
Tim Walsh	Instrument	12/2	Wolvington
Jon Cargille	Private SEL	12/20	Hazrat
Bob Woodside	Private	12/31	Turlington/ Miskell/Kirby

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	1/17	RNT
• <u>Instrument Ground School</u>		1/6	RNT
• <u>Private Pilot Ground School</u>		1/11	RNT

From Your President Howard Wolvington

There are several things that distinguish BEFA from other flying clubs and commercial Fixed Based Operators in the area. We have the lowest rates and the lowest overall cost of flying, a fleet in excellent condition, and an outstanding safety record. As I assume my new duties as President, I must ask what must be done to maintain and continue to improve this status?

First, I think that the essence of the club is the endless hours of contributions by volunteer members. The Board of Trustees serves without compensation. The BEFA Crew provides quality preventive maintenance functions that would otherwise cost us thousands of dollars per year if performed by paid mechanics. Participation in the Crew, even for just a few months, provides a learning opportunity for many members. Do you really know what is inside that cowl...? Would you like to find out how to change a landing or navigation light that is out of service? Call Walt Cameron, Crew Chief (and also our new Operations Officer) if you would like to find out first hand!

Individual members make many other contributions. We have members that repair our facilities, and make trips in aircraft or autos for parts and supplies. Members help to stuff invoices and a newsletter into envelopes each month. Others keep our oil bottles filled from the 50-gallon drums that we purchase at wholesale. We are always looking for help around the office, and Wes McKechnie coordinates these activities. I'd ask you to contact him to volunteer your help if you are not already involved in at least one of these activities.

The Bylaws require several committees. There are three that I would like to see become more active. They are a Publicity Committee, a Membership Committee, and a Program Committee.

Our VP, John Scarce has agreed to chair the Publicity Committee that is responsible for preparation and distribution of information about the club. This includes the maintenance of our web site as well as the preparation of advertisements and announcement about our organization. The Membership committee is responsible for the orientation of new members, and the Program Committee is responsible for the conduct of regular membership meetings. These ought to be more frequent than the two per year that we have had for the past few years. I'd like to see more member involvement in these activities, and would ask for anyone willing to help to contact me for appointment to these.

Our fleet is in excellent shape, but we sometimes still find that members are unable to book an aircraft during peak periods. We could use an additional complex aircraft, can always use 4-place IFR certified C172/PA28s. We really ought to have an affordable training twin in the fleet. Our fleet is also getting up in flight time, and we are eventually going to have

to replace what have been some of our most popular tail numbers.

Another key characteristic of the club is our safety record. We have a positive safety record that impresses our insurance carrier and helps to maintain favorable insurance costs. This in turn I think comes from a philosophy of regular check rides for members, excellent maintenance, and an outstanding group of CFIs. The Instrument Rating is an important rating for safety, and even helps pilots who normally fly VFR to fly better. If you don't yet have this rating, perhaps this nudge will help.

As we begin the New Year, I ask for the help and support of all members. We are a club, not an FBO, and participation by our members is, in the end, the key thing that will keep BEFA strong.

From Your Operations Officer Walt Cameron

Greetings fellow club members. Thank you for giving me the opportunity to help continue to improve your aviation experiences. Since this is my first newsletter report, I haven't yet amassed the blow-by-blow details of aircraft usage for the past month and year. I hope to be more in touch with that by next month. Let me know if there are also other types of information that would be useful and/or interesting for you.

There are a couple of items worth noting. The BEFA Crew continues to work to perform the FAR Part 43 allowable preventive as defined in Appendix A. The effort has been ongoing since March of last year. Exact numbers haven't been calculated but the savings in maintenance costs to the club are several thousands of dollars. Anyone who is interested in learning what's under the engine cowling beside the dipstick and fuel drain control can join the Crew. The Crew's usual work times are Thursday evenings and Sundays, starting about 1600.

Another task that the BEFA Crew has been authorized to perform, by our Director of Maintenance, Kurt Boswell, is the installation of more instrument lights in the Citabria. Five additional lights, Nulites by name (www.nulite.net), have been installed to illuminate the rest of the instruments that did not have lights when the aircraft was rebuilt year before last. All work will be inspected and approved by Ace Aviation before the aircraft is returned to service.

Part of the reason for first doing the work on the Citabria is the familiarity that some of the Crew members have with it due to their involvement in the restoration process. The other reason is that it provides a better idea of what is involved

when the Crew is authorized to do a similar installation on other BEFA fleet aircraft. The next aircraft to be so modified will be 5344K. Those of you who have flown it at night know that the night lighting is poor at best. That should be corrected sometime in the first quarter of the year.

A couple of other noteworthy things are the return to service of the Warrior, 41896, after the complete facelift and installation of the new avionics. That should have happened by the time you see this. The other item, also hopefully corrected as of this newsletter, is the repair of one of the 150's, 704GC. The aircraft was AOG at Skagit/Bayview in Mount Vernon after experiencing engine trouble on a recent cross-country flight. Chuckanut Aviation assessed its condition and determined it had a bad cylinder. With the help of Howard Wolvington and Joe Kranak, the cylinder was transported to and from PWT where the work on it was performed. Chuckanut worked to get the aircraft back to us by 3 Jan 03.

After I get into the swing of this new role as Operations Officer, I'll be able to keep everyone better informed about the good, the bad, and the ugly of the BEFA aircraft fleet. Talk to you next month.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

NEED SOME GROUND SCHOOL REVIEW WORK ? – LAST CALL TO ENROLL

Jack Yager is starting a Private Pilot Ground School Friday, the 11th of January at 1730 in the BEFA Classroom. They will run a Friday & Sunday schedule.

Craig Thompson will start the IFR Ground School starting Monday, the 6th of January in BEFA's classroom. They will run a Monday & Wednesday schedule.

Not only are these classes good for ground/written test prep and sign off, but if you're an already rated pilot they make for an excellent active refresher training class. For existing rated pilots who will NOT need the text books and associated supplies, \$190 covers enrollment for the 50 hour class. Tack on about another \$110 if you want the books/supplies package provided for new students. As the supplies have already been ordered for the current student enrollees, a special order will have to be made for late enrollees and they would not arrive for a few more weeks.

Call the Office for more details or to enroll.

GRIEVANCES:

- 12/10/02 54088 Generic Pilot Operating Handbook

missing from aircraft.

- 12/10/02 735LH Avionics switch left in the “on” position.
- 12/12/02 7568T Nose gear fitting cracked, suspected from hard landing that was not reported.

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:

- Matt Weaver, Chuck Malmsten, Chris Miskell (CFI), Rob Koney (CFI) for help in repositioning the planes for maintenance & windstorm.
- Chris McKelvey (CFI) for helping stock oil bottles.
- Bonnie Cole for baked goods for the office.
- Kip Davis (CFI) and Lis Demco for washing 32521.
- Les Kyger, Matt Ray, Dan Turlington (CFI), Bob Guthrie (CFI) and Jeff Harding for helping the Staff collate and stuff invoices.
- Chris Miskell for riveting bracket onto logbook cabinet.
- Matt Gianni for providing a ride.

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
- E-mail capable lap top for BEFA use

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 Secretary
Matt Malkin**

BEFA has been a great place to fly, and it will be a pleasure to give something back by serving on the board. Jack Yager is handing over the reins, so I do not have any reporting for the January newsletter.

Looking ahead to the coming year, I hope to introduce several ideas that will improve the membership experience at BEFA. First, I'd like to enable us to pay our BEFA bills electronically. I'd like to try to have our quizzes available through our web site. Our currency requirements in the Procedures Manual and Rules of Operation need simplification and clarification. It will be a busy year! Let me know if you have any thoughts or comments.

Have a safe new year!

**2003 CFI Meeting Dates
By Mike Sievers**

The CFI Meetings will be held on the following dates (all Wednesdays):

- March 5
- June 25
- September 17
- December 3

**From Your Safety Officer
Mike Sievers**

It is a part of psychology that, because of human nature, we are capable of behaviors that are not always beneficial. Let a young boy stumble upon his dad's new hedge clippers and the family cat may end up with a new haircut. That is the exploration side of human nature. If a controller asks a pilot why he is not receiving his transponder, the pilot might reply, "I don't know; I sent it in yesterday." That is the attract-attention-to-yourself side of human nature. Human nature has its bright as well as dark side; the latter often prevents us from being competent caretakers of our safety in the air.

The dark side of human nature is the devil on our shoulder. In some instances, that devil is capable of sabotaging our safety

and the safety of others if nothing holds it in check. Perhaps we are a society of laws, and not just a people who rely solely on the golden rule for self-governance, for just that reason. We might even learn a little about ourselves by studying the laws of the air that compel us to behave properly when the dark side of our nature encourages us to do otherwise. The walk-around preflight inspection rule (FAR 91.7) is a good example. The regulation states that a pilot may only operate an airplane that is in an airworthy condition, and that pilot is required to ensure such airworthiness. This is universally understood to mean doing a thorough preflight inspection. You almost get the impression that some people are just starting the engine and moving out, so common sense has to be mandated for them. Wouldn't most pilots prefer to just hop in an airplane and fly? After all, as is usually the case, few problems present themselves for discovery. And even when we do find something broken, inoperative, or missing, the item is seldom a showstopper. The fact is, it is human nature to make predictions on the basis of experience. Since it is rare to find major problems during a preflight, each flight reinforces the idea that all preflights will be problem free as well. But, unless we have a way to counter the dark side of our human nature, we are putting ourselves, and our passengers at risk during the preflight (as well as in other areas, too). Throughout all of the aspects of aviation, there is one very important rule to constantly keep in mind: Things are important only when we choose to make them important. This is the key to countering the part of our nature that tempts us to rush a preflight inspection or behave in less-than-responsible ways. The secret then is to counter the potential for undesirable behavior induced by our human nature with a set of values. However, establishing values are not always the result of fear and adrenaline. Many people make dramatic changes without having been motivated to do so by a tragic event. In fact, the wisest among us create values strategically by asking two questions: What is important about (name of the item), and what will having, or not having (name of the item) mean to me?

Having a thorough preflight is important because it helps to reduce the mechanical factor in aviation accidents. Having minimized that risk, we can now be primarily concerned with making good decisions in a properly functioning airplane, something over which we have a direct influence. A thorough walk-around means that we have nearly complete control over what happens in the airplane. The two above questions, their answers, and the values they generate are an effective way that we might counter the darker side of our human nature. A story goes that a man using an outhouse accidentally dropped a \$5 bill into the pit. He opened the door and asked a friend standing nearby for a \$20 bill. He grabbed the bill and tossed it into the pit. His friend saw the event and asked, "What in the world did you do that for?" He replied "I'm not going down there for only \$5." It is apparent that we can accomplish things that are contrary to our nature when we have established a greater value for doing so.

A BEFA Pioneer Leaves the Flightline Tribute to Gordon D. Annin By Bill Shepherd

BEFA came to life about 50 years ago as a small club with a big idea. The original members probably had no notion of where the club was to go, but did seek to establish an opportunity for the cheapest possible flying for members of the Boeing family. Back then, Cessna 140's were some of the premium aircraft on the flight line.

Gordon D. Annin was among the founders, occupying the original VP Board chair. We heard from his family that he died November 21, 2002 at age 85 – still an active pilot!

Gordon maintained a continuing interest in BEFA, delivering a history of the early years to RNT in July of 2002. This, combined with some early newsletters, provides a glimpse of BEFA's formative years.

One surprise is that the club increased to an active membership on the order of our present population fairly rapidly – a difficult feat today. This may be the result of rental rates around \$4 for a Super Cub class, and not much more for a 4-seater back then. BEFA even invested in some new aircraft in the good old days. However, remember that \$4 was a lot more money 50 years ago. Other ingredients would have been a large relative population of pilots back then, and access to insurance at rates that dwarf today's crippling ones. Boeing inmates worked hard back then, but perhaps also had more discretionary time to devote to flying than do our current members.

The wheels set in motion by Gordon and his fellow founding members have served our club well. Excellent opportunities have been available to a long line of Boeing test pilots, such as Kenny Higgins, (Flight Test Director) and John Cashman (777 prime test pilot), Boeing executives like Ron Woodard (Boeing Commercial Airplanes President), and Jerry Calhoun (former U.S. Assistant Secretary of Defense during the Reagan/Bush administration now Boeing VP), NASA astronauts such as Janet Kavandi, numerous airline, and military pilots, and most importantly, all of the general members who have been able to fly at affordable rates, well below commercial rate alternatives.

Gordon helped to set the stage for excellent flying opportunities for Boeing employees that came after him (as well as others covered by our expanding member definitions). He took a continuing interest in what he had helped to begin, and left behind some history that should be of interest to all of us. If you would like to enjoy a little of the club history, talk

to Wes, who can lead you to the documents. As you read the materials, don't forget an appreciation for the BEFA pioneers, and all the members who have worked hard to keep their legacies alive. BEFA has continued for a remarkable, half-century as the result of their dedication.

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: Garmin GPSMAP-195, all accessories, like new, \$600 obo. Call Bob Kenin 425-227-9405

<p>This space available for free classified ads to members. Contact your newsletter editor for information.</p>

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>

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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/seafsd/>

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

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