

✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

Jim Arline	Class I	RNT
Karl Neiders	Class I	RNT
Robert Welch	Class II	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Michael Stutz	2/4	J. Yager
Bob Young	2/23	R. Koehne

Congratulations!

<u>New Ratings</u>	<u>Type</u>	<u>Date</u>	<u>Instructor</u>
Matt Weaver	Private SEL	2/6	Z. Hazrat
Darrel Spitze	Private SEL	2/14	J. Yager
Randy Karr	Private SEL	2/23	L. Fields
Will Allen	Comm SES	2/25	J. 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>	5:00p	3/21	RNT
• <u>Pinch Hitter Class</u>	6:00p	4/8 and 4/10	RNT

From Your President Howard Wolvington

Fuel Surcharge: We are all aware of the huge increases in gas costs that we have been seeing recently at the auto gas pump. The increases, I am told, are due to labor difficulties in Venezuela and geopolitical uncertainty in the Middle East. Gas prices for cars have risen more than 50% in the last 12 months. The cost of fuel is also on the rise for aviation 100LL, and while we have not yet seen a 50% increase, we have gotten a big increase in the last month. Our cost of gas is now well above the level assumed when we set the aircraft rates last year.

The Board considered this problem in its meeting in February

and voted to implement a fuel charge surcharge for the period of time that our gas costs are above our budget costs. The amount of the surcharge is computed based on the increase in the gas costs, and the fuel burn rates of our various aircraft, and became effective March 1, 2003. Thus, it is larger for C182s than for C172s, and larger for C172s than for C150s. The plan approved by the Board is to eliminate the surcharge when 100LL costs drop back down to budget levels. If gas prices continue to rise for some period, members should expect adjustments to the surcharge in future months to cover changes in fuel costs. The surcharge amounts and new effective rates for March are shown in the following table:

Aircraft	Base Rate	Surcharge	New Rate
C150	\$49.00	\$1.10	\$50.10
C172XP	\$91.00	\$1.52	\$92.52
Citabria	\$68.00	\$1.58	\$69.58
C172	\$68.00	\$1.58	\$69.58
C172S	\$87.00	\$1.58	\$88.58
PA-28-151	\$68.00	\$1.58	\$69.58
PA-28R200	\$87.00	\$1.80	\$88.80
C182Q	\$90.00	\$2.60	\$92.60
C182RG	\$96.00	\$2.64	\$98.64

Flight Simulator: I am happy to report that a member (who requested to remain anonymous) has donated a PC to the club to support the Flight Simulator project. It is now up and running in the old "library" room with external aircraft controls and MS Flight Simulator software. Members are welcome to use the machine, either for personal entertainment, or to refresh their IFR scan without charge. It is a pretty nice setup!

Renton Taxi Markings: The City of Renton recently repainted the taxiway edge markings in front of BEFA. The markings (broken double yellow stripes) between the ramp areas and the taxiway now conform to the proper markings for a "non-movement" area. A non-movement area is one in which permission to enter is not required from the tower. By agreement between the Airport and the FAA, and as noted in the Airport Facilities Directory, all taxiways at Renton are in fact non-movement areas. Thus, it is permissible for a pilot to leave the parking area, taxi to a runup area, and then proceed to the hold short line at a runway without ever talking to RNT Ground. This is somewhat unusual in that ramp areas are usually non-movement areas, and taxiways are usually movement areas. Permission is usually required to enter a taxiway, and PAE is a more typical example. Thus, even

thought the RNT taxiways are non-movement areas and permission to enter is not required, we encourage pilots to contact ground anyway so as to be consistent with procedures at other airports and to obtain RNT Ground advisories about other traffic.

The taxiway edge markings at the East edge of the taxiway are solid double yellow lines. These distinguish the taxiway from the paved area between the taxiway and the grass. The AIM indicates that this area is **not suitable for aircraft**. This area is in fact just a paved "dust cover", and contains cracks in the pavement, some potholes, and other obstructions including non-structural manhole covers. Aircraft wings may be placed over this area, but the tires should not be in this area either for runup or when passing other aircraft on the way to or from BEFA.

If two aircraft are on the taxiway, say one going North and one going South, each to the right of the other, the aircraft going North can taxi up to the double yellow lines, but should never cross those lines. The aircraft going South may need to give way further to its right (e.g. to the West) and may need to cross the broken double lines and taxi into the ramp area to provide adequate wingtip clearance between the two aircraft. If I am in an aircraft going North, up against the solid yellow lines, and see that a South bound aircraft is not giving way sufficiently to the West, I just come to a complete stop and wait for the South bound aircraft to pass. When South bound on the taxiway, please be aware the North bound aircraft can not move further East and give way accordingly. Please do not expose BEFA aircraft to the hazards of taxi beyond the double yellow lines in the dust cover area.

From Your Operations Officer Walt Cameron

As I mentioned last month and at the Crab Feed, 735LH, the 182 straight-leg, will be off-line for a couple of weeks having even more avionics incorporated into its already impressive panel. The next equipment to go in will be a TCAS and FIS, Traffic Collision Avoidance System and a Flight Information System. There will be literature available as well as the manuals for the equipment, by the time the aircraft is back on-line, in about two weeks. This aircraft is one of the best deals around for a well-equipped, solid platform for extensive cross-country aviation. With the majority of IFR GPS-equipped aircraft sporting or soon to sport King KLN-94s, this will mean that all of the IFR GPS equipped aircraft will have the same GPS installed. That will certainly make transition from one aircraft to another much less daunting as far as operating the GPS/avionics.

Several members of the BEFA Crew deserve your thanks and

recognition for the stellar volunteer jobs that they have been doing to help keep our fleet flying. These individuals are: Ron Larson, Bob Carter, and Ernst Langhout. Matt Smith, a previous member of the Citabria restoration team has also started to help us once again, this time with the BEFA crew work. If you've always wondered what was in front of the firewall besides sheet metal, your hands are looking a little too clean

We are looking at options for our floatplane, 736NN. One option would be to equip the aircraft with more durable fiberglass floats, which would be less susceptible to normal wear and tear than the metal floats. Another option would be to replace 736NN with a different (perhaps more capable) aircraft. If you have any ideas or suggestions, please contact Karen Stenwell (BEFA CFI) or myself.

We will be installing NULITES (www.nulite.net) in 5344K's panel. This will greatly improve the aircraft's night flight capability.

We are also looking at the possibility of expanding the fleet to include additional 172s (RNT and PAE), as well as the possibility of a twin for advanced training.

If you have any suggestions about any operations or procedures, please let me know. I'm always looking for ways to make things safer, better, and more fun.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

MISSING LIBRARY BOOKS

We're asking that you please check your flight bags for various missing BEFA library Pilot Operating Handbooks. If you run across them please return them to the office, no questions asked. If you like you can send them via interplant mail to BEFA at M/S 94-35.

REMINDER

Please remember to cancel your aircraft reservation in Schedule Master if you do not fly. We need to keep as many of our resources available for the membership to use as possible, and neglecting to take a minute to cancel the flight beyond impacting availability, is just common courtesy. If you're not near a computer to cancel it, a touch tone phone works even quicker to cancel your flight schedule.

JET TRAINER

Aviation Training Center (ATC) at Boeing Field has a full size jet flight simulator with realistic graphics offered to BEFA members at \$95/hr for an "intro" ride. While it does

not have cockpit motion and is a generic layout, the visual graphics and "sensation" is realistic enough to wet your appetite and will give you an opportunity to work first hand with full "glass" type cockpit technology. It's good fun and educational too. Couple that with having to think at twice the speed that piston pilots are used to and you'll find it's a very beneficial exercise when you step back into a C-172.

GRIEVANCES:

- 02/21/03 - 739BT Avionics switch left on.
- 02/22/03 - 78440 Tow bar left on nose.

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:

- Kip Davis (CFI), Bob Guthrie (CFI), Dan Turlington (CFI) and Matt Ray (CFI) for helping staff stuff and collate invoices/newsletters.
- Chuck Malmsten for filling oil bottles.
- Bonnie Cole for driving and bringing in baked goods.
- Kris McKelvey (CFI) for securing a computer screen for the office.
- Kip Davis (CFI) and Kris McKelvey (CFI) for updating databases.
- Anonymous for purchasing a CPU for the Microsoft Flight Simulator.
- John Scearce, Kris McKelvey (CFI) and Kip Davis (CFI) for repositioning planes.
- Keith Watts for donating Microsoft Windows XP.
- Dan Turlington (CFI) for washing the office windows.
- Jackie Alder for donating a handmade model of an F-16 that her husband made, it's on display at the office.

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
- Someone to spray paint the BEFA reserved logos on the aircraft parking spots, we have the templates.

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!

BEFA Pinch Hitter Class **April 8 and 10**

BEFA will be offering a two-night "Pinch Hitter" class on April 8th and 10th in the Renton classroom. What is a Pinch Hitter Class?

A Pinch Hitter class is designed to give your non-pilot flying companion, whether it be spouse, significant other, or good friend, an introduction to airplanes and flying. We pilots are pretty comfortable about getting from point A to B in airplanes that are smaller than your average 737, but what about your non-pilot flying companion? To someone who has little or no familiarity with flying, a Cessna 172 cockpit can like a confusing mass of dials and equipment. The Pinch Hitter class can help your flying companion to become more knowledgeable about flying, and take some of the mystery out of flying. The classes will cover basic information about flying, radio communications, navigation, and map reading.

In addition, the Pinch Hitter students can sign up for an optional introductory flight with a BEFA flight instructor, so that they can practice what they've learned and get more familiar with airplanes. If you have a non-pilot flying companion, please encourage them to consider signing up for the class. There have been cases where flying companions were so enthralled by the experiences that they gained from the Pinch Hitter class, that they immediately signed up for flying lessons.

The two-night class will be conducted from 6:00pm - 8:30pm by a BEFA instructor. The dates will be Tuesday April 8th and Thursday April 10th. The class fee of only \$10.00 covers

the cost of course materials and includes an informational booklet, which you can take home with you. (BEFA has generously agreed to cover the instructor fees, so this is an excellent deal). In addition, participants can schedule an optional flying session after with the instructor of their choice at a mutually agreeable time. The fees for the optional flying session are not included in the Pinch Hitter class fee, and must be discussed with your selected instructor. It's a valuable class, and highly recommended! Call or stop by the club to sign up.

From Your Safety Officer Mike Sievers

It's mid-winter and you are out for a refresher flight or cross-country and the unplanned happens – you are picking up ice. Let's say your careful planning has gone awry, or the forecasters got it all wrong and dense clouds have moved in. You try to weave around the clouds, but staying clear of them is becoming a losing battle. Or you are on an IFR flight plan and the clouds you are routed through have conditions not reported. Tensions build and you check the outside air temperature gauge. It shows minus 2 degrees Celsius, but you see another, more disturbing story: the airframe is covered by ice – on the wing leading edges, struts, rivet heads, and creeping up the windshield. You have iced up and now you have to deal with it. Here are some guidelines to help ensure the flight's safe outcome.

Escape! – You have several options, all of them hinging on the information you learned before and during the flight. You can climb to on-top conditions or to an ice-free area between cloud layers. Hopefully you will have some idea of the vertical limits of the cloud layers or tops along your route. This is where the PIREPS can come in very handy. A descent might be in order, assuming that you would be descending into above-freezing temperatures, and that terrain or minimum en route altitudes (MEAs) aren't factors. Diverting to an alternate airport with better weather, or performing a 180-degree turn can also be wise options.

Use ATC – Air traffic control can be a great help when collecting ice for the kid's science project. Don't hesitate to ask controllers for altitude or route changes, and be assertive if they are uncooperative. If an altitude change would create a conflict with other traffic, tell ATC that you would be willing to take a heading change to help out with traffic separation. Picking up ice at an alarming rate? Then don't hesitate to declare an emergency and get the high-priority ATC handling that can go a long way toward the flight's safe outcome.

Altitude changes – When climbing or descending through icing layers, fly at higher-than-normal airspeeds. The POH may say that the most efficient climbs are made at V_y (best

rate of climb speed), but in icing conditions, a V_y angle of attack could expose the underside of the wings well aft of their leading edges. Climbing like this can spoil lift quickly and easily lead to a stall at airspeeds well above those published. Some POHs publish minimum airspeeds for flight in icing conditions.

Approaches – When the airplane ices-up, the handling and stall characteristics change for the worse. Knowing how to cope becomes critical when landing, whether it is a visual or instrument approach landing. Avoid abrupt control movements. Make small pitch corrections and keep your bank angles very shallow. This gives you greater margin against the stall. Remember, iced-up airplanes stall at higher-than-published stall speeds. Fly the approach at higher than normal airspeeds. And don't extend the flaps if possible. Extending the flaps can allow ice to form aft of the leading edges, and blanket the airflow over the horizontal stabilizer or stabilator. Be prepared for a stall of abrupt loss of lift. A conventional stall calls for adding lower and lowering the nose. However, a tailplane stall, or stall of the elevator or stabilator, calls for a completely different recovery procedure. Most often preceded by lightening of pitch feel, pitch oscillations, or an uncommanded lowering of the nose, tailplane stalls require that you pull aft on the yoke and reduce power. That is because horizontal stabilizers and stabilators generate lift in the opposite direction as the wing. High-power settings, high airspeeds, and extended flaps all increase the tailplane's angle of attack. Raising the nose lowers the tailplane angle of attack and breaks the stall. Use power as needed right into the flare. This will prevent a hard landing and preserve what control effectiveness you may have.

And don't take comfort in the fact that winter will be coming to an end soon. Ice has been encountered in this area on IFR flight in July. Don't like the sound of all these precautions and strategies? All the more reason to plan your flights and check the weather so as to remain ice-free from beginning to end. If that means waiting a few days for a frontal system to move through the area, then so be it.

Have A Story To Share?

All contributions are welcome - send all articles to the newsletter editor by the 24th of the month preceding 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

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://www.befa.org>

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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/seafsdo/>

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

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		2) Ops Officer	
		3) Any Board Member	
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