

✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

Brian Behrend	Class II	
Robert Larson	Class III	
Edwin Navarro	Class I	
Kevin Norby	Family	RNT
Linnea Norby Wolfe	Class II	RNT
Mark Romero	Class I	RNT
Miguel Romero	Family	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Mike Bonney	3/18	D. Turlington
Dino Vallala	3/23	J. Yager
Cody Hargreaves	3/25	K. Davis
Tony Wagner	3/28	K. McKelvey

Congratulations!

<u>New Ratings</u>	<u>Type</u>	<u>Date</u>	<u>Instructor</u>
John Heale	Comm SES	3/3	J. Yager
Rochelle Oslick	CFI	3/10	D. Kirby
Kurt Evenstad	Private SEL	3/3	K. McKelvey
Sean O'Meara	Private SEL	3/28	D. Turlington
Bonnie Cole	Instrument	3/30	K. Davis

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	4/18	RNT
• <u>Pinch Hitter Class</u>	6:00p	4/8 and 4/10	RNT
• <u>Spring Refresher</u>	9:00a	5/10	RNT
• <u>Bath & BBQ</u>	2:30p	5/17	RNT

From Your President
Howard Wolvington

Fuel Surcharge: Last month this article contained the bad

news that fuel costs had become a problem and that the Board had implemented a fuel surcharge to cover the increased cost. Fuel costs have been stable during the month of March, but still remain at an elevated level. Therefore, the fuel surcharge remains unchanged. Given international events, I guess that we should be happy that costs have not increased even further, and can also be disappointed that they have not yet decreased.

FAA NOTAMs and TFR: For some time EAA, AOPA, and other industry groups have been complaining that the FAA NOTAM system needs improvement. It is especially important in these times that pilots remain vigilant about reviewing flight and airspace restrictions. One of the best ways to determine if something has changed since your last flight is to use the FAA Telephone Information Briefing Service (TIBS). You can call the local FSDO number, 206-767-2726, and determine the current "information". As I write this, "India" is still current, and since it was current yesterday, I know that nothing has changed since I last listened to it. If the information designator is changed, then a pilot can listen to the FDC Special Security Notices, available via TIBS by selecting 220. The recording is rather long, so a pilot may not want to listen to it unless it has changed.

The FAA has now made available on the Internet sectionals with TFRs depicted graphically. The following web link will access a page where TFRs that impact our local flights can be seen:
<http://www1.faa.gov/specialnotams/SpecialNotamListing.htm>

BEFA members are encouraged to reproduce these graphics on their personal charts for use during flight.

Action Aviation: For a number of years there has been a very close working relationship between Action Aviation and BEFA. Action was formed when BEFA moved from BFI to RNT in 1987. Bill Wiles, the owner of Action, was the Operations Manager at BEFA at the time of the relocation. He was an active BEFA CFI and FAA designated examiner, and many BEFA pilots learned to fly under his guidance. Until 2002, Action provided fuel to BEFA and has continued to rent space from BEFA to conduct its commercial activities. Action has had several fuel spills on BEFA property and the City of Renton has been concerned about the lack of an Operating Permit for Action to conduct business at the Airport. In March, the city gave formal notice to BEFA to terminate the current business relationship with Action and gave formal notice to Action to cease the sale of fuel and

services to the public. BEFA has therefore terminated the rental of space to Action and is working to resolve with the City and with Action the remaining issues. Your Board will monitor progress closely to maintain our lease at Renton and to protect the interests of our members.

BEFA Bath & Barbeque – May 17th

By Gary Pipkin

The summer prep for our fleet is once again beckoning us! In order to get our aircraft all prim and pretty for the start summer, we are planning a total clean party for them on Saturday May 17. That's the weekend before Memorial Day weekend. This family friendly event is slated to begin about 2:30 PM and last until about 5:30 PM. The goal is to wash, wax and clean the airplanes inside and out. We are hoping to get a bunch of volunteers to come, bring the family and all have fun washing, polishing, admiring, commenting and socializing for the afternoon. All of this will be topped of by a barbeque immediately after we finish; food, beverage, etc. subsidized by BEFA. We thought we'd offer beer and wine in addition to soft drinks this year and really celebrate our success. Please, come one, come all! It's always much more fun when we have youngsters there to pitch in as they wish. A sign-up sheet will be available at the club and you can always E-mail the program chair, Gary Pipkin (that's me), with your offer to help (e-mail address: pipkinsea@att.net).

We need about three barbeque grills to be loaned to us so we can get cookin' that afternoon and the meat (I'm hoping for steaks), will be arranged by us volunteers. The sign-up sheet will also have a space for folks to offer to bring salads, rolls, desserts, condiments, etc. Nothing is required but everything is welcome!

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

PLANE WASHING PARTIES

It's that time of year again. Please get a hold of me if you want to lead the charge on getting a group together to wash your favorite planes. Otherwise I'll have to start "shanghi'ing" again soon like last year! Rochelle Oslick already had one going for the 5th of April for N36339.

THANKS FOR GENEROUS DONATION

A HUGE thanks to BEFA member Doug Vanderleest for donating to BEFA a Laptop computer. We really appreciate this generous donation. Also, another big thanks to the anonymous BEFA donor of the CPU for BEFA's computerized flight simulator. Thank you all.

FUELING AND PROPELLER POSITIONS, and other stories....

We have some misunderstandings regarding positioning the propeller blades after a flight and I'll try to clear it up. Please remember that after a flight the line crew for our supplier, ProFlight, looks at the props to determine the need to fuel an aircraft. If you note on all the planes (except 736NN, 704ML and 704GC which are "fuel on demand" aircraft), the props are at the 10 o'clock to 4 o'clock position after refueling. This is what the line fueler sets the prop position to after they refuel us. We are to leave or set the prop to the 9 o'clock to 3 o'clock position (level) when we return from a flight. This lets the fueler know that the plane is back from a flight and is in need of an automatic fuel up for the next flight. When they come back to our ramp area after servicing another location, they can glance down the flight line and see what planes have flown and need to be fueled. What's been happening is BEFA pilots are leaving or mistakenly putting the props at the 10-4 o'clock position and ProFlight thinks the plane is full of fuel. They naturally by-pass it leaving the next pilot unjustly angry at the lineman for not topping the plane off when it came back. Again, for fuel, 9 – 3 o'clock position, when no fuel is needed, 10 – 4 o'clock position. Any questions please ask another CFI or me. Thanks.

Last but not least is a complaint from one of our lease back owners of finding food remains in the cockpit of his airplane! This is a miserable thing to hear, particularly from a lessor. For a flying club, BEFA has generally had an excellent reputation for professionalism and care of its fleet and this is not normally a problem. So a reminder as we move into the busy Spring/Summer flying season that we need to increase our efforts to keep the aircraft interiors clean and ship shape, and please eat your meals on the ground, and clean your messes up!

Thank you much for your cooperation.

CORNROAST AT HARVEY FIELD AUGUST 23RD FROM 12 NOON-4PM

The folks at Harvey Field in Snohomish asked that I pass along to BEFA an early invitation to their "Corn Roast Fly In" at Harvey Field on Sunday, August 23rd, 2003 from 12 to 4. Plenty of advanced notice for this event!

KEYS FOR 54502 ARE MISSING

The original set of keys has disappeared for N54502, and was just noticed last month. We don't know how long they were missing as the backups were put in their place and done without our knowledge. Please check your flight bags and pockets for these keys, they are different from the backups in that the originals have an aluminum tag with the tail number attached to them. A reminder that when keys come up missing, it's not enough just to grab the spares and go. We (Staff) need to know so we (or you) can call up the previous

flyer and get them back. If we don't know the original set is missing until well after the fact, then if and when the second set disappears we may not have any replacements to fill the void, plus the "trail" is cold on who may have misplaced them. Please leave a note or contact Staff if a set of keys is missing.

DON'T USE OFFICE COMPUTER OR ACCOUNTING COMPUTER WITHOUT ASKING.

We have a computer with a wonderful 17" flat screen on the file cabinet in the reception area for Member use. Please try to confine your activities to this computer, and do not use the Staff computer behind the desk without at least ASKING them prior to use. We've had a couple of instances where we were running some long and challenging printing operations and programs, only to have them interrupted and purged in mid-stream by someone jumping on the Staff computer and executing the wrong action! This delayed our jobs until the next day.

Also, the Accounting Office is off limits unless of course Darlene or other staff is in there and you need to talk to them. It's not a lunch, phone or debrief room. Thanks.

NIGHT OPS FAR REMINDER

We've all noticed that at long last the daylight is lingering later in the day. You can now mow that lawn when you get home from work! A more pleasant reminder is that within the next month or so is a good time to capture your three take off and landings for the Summer flying season night currency. Remember the landings are good for 90 days (FAR Part 61.57). In late Spring/Summer you'll have to stay up pretty late in the evening to legally perform and record them for your night currency. (Sunset is as late as 2111 hours PDT in late June, plus add an hour per FAR 61.57 (b)(1) requirements and your at 2211hours -10:11 PM - to be legal to log night currency). Private/Commercial students, remind your CFIs of your Part 61 night flight requirements unless you're OK with doing your night ops very late at night and getting back after midnight. Good weather permitting, (an obvious must for VFR night flight), it might be preferable to do them now rather than late in the season when it's still too light well into the evening hours. Also your CFI may be maxed out on their allowable instruction given time with the longer summer daylight hours, per FAR 61.195 (a). If it's been awhile since you have flown at night, now's a good time to grab your favorite CFI and get a quick night refresher, particularly a cross-country away from the local metropolis lights.

GRIEVANCES:

- 03/14 - 704GC: Nav/Com left "on".
- 03/15 - 54088: Pitot cover and gust lock left off.
- 03/21 - 54502: Gust lock not in place.
- 03/25 - 735LH: Gust lock not in place.

- 03/27 - 435SP: Fuel strainer missing.

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:

- Maynard Winchester for filling up oil bottles and picking up lights and ballast for hanger lights.
- Chris McKelvey (CFI) and Kip Davis (CFI) for repositioning planes.
- Ace Aviation/Kurt Boswell for loaning scaffolding to help Crew put up hanger lamps.
- Harlan Zentner for repositioning planes.
- Bonnie Cole for baked goods.

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
- Someone to spray paint the BEFA reserved logos on the aircraft parking spots, we have the templates.
- Volunteers needed for yard work at BEFA

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!

Spring Refresher – Saturday May 10th – 9:00am to 5:00pm

Has your workload been heavy all winter? Weather bad every time you got a day off? Do your feet feel like they are stuck to the ground? Then it's time to think about re-establishing your currency. Sign up for this year's Spring Refresher, Saturday May 10th, at the Renton clubhouse and listen to Ray Castro who will refresh your thinking on our favorite subject. Ray is an FAA employee assigned to Boeing who has flown every commercial jet the company has ever made as well as the model 247. Ray will speak at 9:00am to satisfy the ground instruction requirement. When he has you thinking about flying safely again, several of our instructors will volunteer their time and help you refresh your flying skills. If you can get through slow flight, steep turns, approach/departure stalls, short and simulated soft field takeoffs and landings your flight will qualify as a six months VFR check ride for the club. Call the club or stop by and sign up to reserve the flight time of your choice.

From Your Safety Officer Mike Sievers

Many designated pilot examiners say they usually can determine within the first 15 minutes of a flight whether an applicant will pass or fail a practical test. One examiner is reported to go one step further by claiming he can make the same determination while the applicant is taxiing since, in his opinion, a pilot who cannot keep their nose wheel on the centerline is probably just as sloppy about maintaining a given altitude or heading. Although this may be a bit harsh, there is some merit to this contention. Many pilots with side-by-side seating do not compensate for being on the left side of the airplane. Instead of rolling their nose wheel along the taxiway centerline, they take a bead on the line from the left seat, which places the nose wheel right of the centerline. The existence of the centerline is pretty self-explanatory, but has a purpose of which was established to protect the airplanes and your wallet. Clearance from obstacles from your airplane is based on your nose wheel being on the centerline, not necessarily close to it. Deviation from the centerline removes your obstacle clearance guarantee built into the taxiway.

Another issue to keep in mind is that examiners do not like to observe pilots doing anything other than taxiing while moving on the ground. And yet there are those who will try to accomplish everything on the before-takeoff checklist prior to arriving at the run-up area. During flight reviews and instructional flights, pilots have been found to be checking their flight controls or operating other systems while taxiing. Such checks are distracting and lead to hundreds, if not thousands, of metal-bending accidents every year. The exact number is not known since most are never reported. At the

other extreme are accidents that result in totaled airframes and serious injuries (such as when a pilot taxis into a ditch or fuel truck). If a pilot does not have the discipline to avoid distractions while taxiing, they may be equally susceptible to them while in the air. The only items, which should be checked while taxiing, are the brakes (the effectiveness should be determined before taxiing much farther than the length of the airplane) and the indications of four instruments that can only be checked when the airplane is moving. Verify that the turn coordinator (including the skip-skid ball), the heading indicator, and the magnetic compass move properly during turns, and the attitude indicator does not move at all during such maneuvering. Note that, for the attitude indicator, slight pitching indications are detectable and desirable while braking. These function checks are particularly important in the preparation for an instrument flight, either actual or simulated, and they do not require you to remove your hands and feet from the controls.

If you are going to do something, you should do it right and as well as you can. This includes something as seemingly mundane as taxiing.

Giving Thanks for Your CFIs! By Marissa Singleton

A couple of weeks ago, I celebrated a special anniversary - the 10th anniversary of being a pilot! It doesn't seem possible that so much time has passed by, but it definitely lends credence to the old saw about "my how time flies by when you're having fun!"

A few weeks later, as 704GC and I were flying around the area and enjoying the beautiful sunshine and sight of snow capped mountains, I thought about the many flight lessons and flight reviews that I've had and the wisdom and guidance imparted from many dedicated and professional BEFA flight instructors. I am always amazed at what I've learned and all of the tips that have been passed along that help in so many ways. Flying has helped change to my life in so many ways for the better, and given me the opportunity to meet great people and get new friends every day!

So, to all you BEFA flight instructors and to those instructors who have personally instructed and helped me along the way, this BIG THANK YOU is for you!

To Norm Craven: A BIG HUGE THANKS for being my primary flight instructor and for imparting excellent habits and procedures that I use every time I fly! I always make sure that the windows are clean (so I won't mistake a bug for a target) and I always make sure that my feet are not dead weights on the floor. When the winds pick up and get squirrely, it's always your calm, professional voice I hear

telling me that I CAN get the airplane safely on the ground (and if I can't, to GO AROUND!)

To Clif Smith: Thank you for emphasizing that a great pilot can precisely feel (in the seat of one's pants) when something ain't right. I know that everyone who's flown with you knows what I mean! When I'm shooting ILS approaches, it will always be your voice I hear, reminding me to jab the rudder if I need to, keep that scan up and those needles centered. Thank you also for teaching me a valuable lesson (on that cold, cloudy night in IMC over Bremerton when we had to shut down the alternator and a few of our nav radios because we smelled smoke and we had to come back to RNT on battery power alone). That lesson was, if you stay calm, take care of problems one at a time and keep flying the airplane, you can come home again (a few extra options and God on your side won't ever hurt).

To Jim Derdick: Thank you for showing me more ways to really have fun with airplanes! I really miss you and I just want you to know that I really enjoyed the spins we did in the Citabria. Yes, every now and then, I think about you and do wing-waggles and draw boxes around the horizon, just like you showed me.

To Karen Stemwell: I will always treasure my three splash and goes on the Colvos Passage in deHavilland Beaver N2SF. Flying with a 450 HP radial engine behind the firewall was an AWESOME life-changing experience! I know what I will do if I ever win the Lotto! Thank you and WOW!

To Wes McKechnie, Jack Yager, Mike Sievers, Ray Castro, Scott Spanier and the many other instructors who have helped me on phase checks and six-month checkrides – each of you has taught me valuable lessons and different ways of looking at a situation and excellent, way-cool tips to stay sharp!!!! I used to dread six-month checkrides. But now, thanks to each and every one of you, I look forward to all of the things I will learn!

To Scott Gardiner: I know you're not a BEFA instructor, but I apply your advice for crossing mountains ("An Emergency Exists When You Have No Other Options - Why not make sure you're giving yourself a chance?") to other situations in flying and in the rest of my life.

To all of the BEFA flight instructors that I haven't had the privilege of flying with yet – I salute each and every one of you for your professionalism and dedication to flying. Many thanks for inspiring and helping others to achieve their dreams!

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

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

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		2) Ops Officer	
		3) Any Board Member	
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		Fax	425-717-2336
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