

✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

C. Allen Reitan Class I

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jim Arline	4/29	K. McKelvey

Congratulations!

<u>New Ratings</u>	<u>Type</u>	<u>Date</u>	<u>Instructor</u>
John Heale	Comm SEL	3/3	D. Turlington
Karl Neiders	Instrument	4/9	Wolvington
Matt Malkin	Comm SEL	4/9	Wolvington
Henry Warner	Private SEL	4/11	N. Craven
Pete Braile	Private SEL	4/16	J. Yager
Eric Tomlinson	Private SEL	4/16	R. Koehne

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	5/16	RNT
• <u>Spring Refresher</u>	9:00a	5/10	RNT
• <u>Bath & BBQ</u>	2:30p	5/17	RNT

Reminder: Bath and Barbeque 5/17!



Psst! Want to have a fun time with your friends and do a good deed at the club at the same time? Sign up for the Bath and BBQ on 5/17! We'll have a great time, freeing our favorite flying machines from their winter accumulations of dirt and grime, and then celebrate our accomplishments with a barbeque dinner and potluck. More details are contained in Gary Pipkin's article (below). Sign up at the club or with Gary at pipkinsea@att.net. See you at the B&BBQ!

From Your President

Howard Wolvington

Fuel Surcharge: We got some good news that our fuel prices have started to drop! While not yet down to the original budget level, they are much improved from the costs that we have seen during the Iraq war. The Board voted to reduce the fuel surcharge, effective May 1, 2003, to the lower levels shown in the following table:

Aircraft	Base Rate	Surcharge	New Rate
C150	\$49.00	\$0.33	\$49.33
C172XP	\$91.00	\$0.46	\$91.46
Citabria	\$68.00	\$0.47	\$68.47
C172	\$68.00	\$0.47	\$68.47
C172S	\$87.00	\$0.47	\$87.47
PA-28-151	\$68.00	\$0.47	\$68.47
PA-28R200	\$87.00	\$0.54	\$87.54
C182Q	\$90.00	\$0.78	\$90.78
C182RG	\$96.00	\$0.79	\$96.79

Insurance Costs: April is the month each year when we find out from our insurance company the quote for the annual renewal of our insurance package. You may recall that last year we suffered a 58% increase in our total insurance costs. We were braced for the worst this year, but just learned that our underwriter has held costs to us at the same rates as last year! This is very good news. In part, it can be attributed to our excellent safety and loss record, and the confidence that they have in our operations. The Board needs to conduct an overall rate review in our May meeting for presentation/discussion with membership in June. It must still deal with a decline in active members that pay the dues and insurance costs (and an increase in Leave of Absence members who do not), but at least we do not also have to offset another basic insurance cost increase.

TFR locations: BEFA is fortunate to have so many nice GPS aircraft. We have decided to incorporate standard GPS waypoints in each receiver to facilitate the location of the common TFRs in the Puget Sound Area. They include the four standing military TFRs which are always active, and also include Safeco Field, which is a 3 mile, 3000' TFR from 1 hour before to 1 hour after each Mariner home game.

The following table is a list of the User Waypoint names and

associated LAT/LON that have been installed in our receivers. The "Nearest" USER waypoint function can be used to call up bearing and distance to these five waypoints. (See your favorite CFI if you need a bit of training on how to do this.) Members can use these waypoints for reference, but should not rely solely on GPS for TFR avoidance. Use current marked charts and visual landmarks to be sure that we stay out of these areas. When the Mariners play, we can not use the West Channel for approach to Renton. The GPS indicates that the East edge of the "I-90 Bridge" to the West of Mercer Island is 3.1 nautical miles from Safeco.

Location	BEFA ID	Lat	Lon
Safeco Field	SFTFR	N47 35.53'	W122 19.91'
Everett Homeport	EHTFR	N47 59'	W122 13'
Port Townsend	PTTFR	N48 04'	W122 44'
Bangor	BGTFR	N47 44.5'	W122 43.5'
Bremerton	PWTFR	N47 33.5'	W122 38.5'

Action Aviation: Negotiations continue between Action Aviation, the Airport Management, and BEFA relative to the sublease of space by BEFA to Action. We are attempting to find a way to allow Action to continue to deliver fuel to the public while we minimize future liability to BEFA and ensure adequate future tie-down spaces for our aircraft.

Bath & BBQ: We have scheduled the annual Bath & BBQ for Saturday May 17 at 2pm. While this event is designed to get some of the grime off of the fleet, there are many other things that we would like to get accomplished. We need to move one of the ramp centerlines, patch some of the tarmac, and there is always some mowing and that needs attention. This is a great opportunity for members to participate in a meaningful way to the maintenance of their club, and I'd encourage everyone to come donate a few hours to the club. After the chores, our event chair, Gary Pipkin has planned some great food and beverages, and a time for hangar talk. Please put your name on the signup sheet in the club office as soon as possible.

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

BEFA MEMBERS IN THE NATIONAL GUARD

With the wind down of the Iraq war, BEFA looks forward to the return of Janelle Funamori a CH-47 Flight Engineer, and Blake Kavalok and Dan Benke, both Guard CH-47 pilots. When you see them, congratulate them for a job well done.

WASHINGTON STATE PILOT REGISTRATION RENEWAL

The Washington State Patrol will soon be increasing its enforcement of the required Washington State Pilot Registration. If you do not have a current Washington Pilot Registration card, you better hurry! For those of you unfamiliar with this, it is a once a year \$8.00 registration. Proceeds support maintenance of Washington public use airports, search and rescue operations and educational outreach programs. In addition, you will receive a 137 page Pilot's Guide filled with information on Washington Airports including recent overhead photos of the airports, invitations to free training seminars/refresher courses and a quarterly newsletter pertaining to aviation in Washington. This is a great value for \$8.00. Having all state pilots registered will also help deflect some of the criticism towards the State Aviation program, and fill projected State cutbacks directed at the DOT Aviation division. You can register online direct with a credit/debit card, or download a mail in application form at www.wsdot.wa.gov/aviation, or phone 360-705-7000 for more information. We have ordered some application cards for the BEFA office as well, but at the time of this article they still had not arrived.

THE VALUE OF CURENT CHARTS

As many of you are gearing up for the summer flying season, be sure to update your terminal and Sectional Charts. In a January 2001 accident report, an 8,000 hour ATP was flying in VFR with outdated charts that did not depict a new tower

that was built. The pilot's left wing struck a guy wire with disastrous consequences. His chart was over a year old.

DOORS AND WINDOW

Please be sure that all the doors are locked, and in particular that the windows are closed and secured prior to leaving after Staff hours. The windows in the briefing room were left open the other night.

AL PAXHIA'S MURPHY MOOSE FEATURED

Many of you remember BEFA former Board Member Al Paxhia. Al has been working for years with the help of many current and former BEFA members to complete his all metal Murphy Moose Float Plane. Now completed, Al recently won the Sun 'n Fun First prize for his category/class of homebuilt, and is also on the front cover of this month's Northern Flyer magazine, with a neat article on his plane.

GRIEVANCES:

- 04/22/03 7568T - Dirty rags left in the back pocket of the pilot seat.
- 04/25/03 435SP - Passenger door undone.
- 04/28/03 735LH - Gust lock left off.
- 04/30/03 733XW - Checklist 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:

- Lis Demco, Kip Davis (CFI), Kris McKelvey (CFI), Lori Bechtold, Rochelle Oslick (CFI), Mark Morris and Clay Cox for helping the staff stuff and collate the invoices/newsletters.
- Rochelle Oslick (CFI) who arranged the Citabria wash party with Matt Smith, Chris Vegter, Clay Cox, Kevin Dukes and Bob Guthrie (CFI).
- Henry Warner, Dan Turlington (CFI) and Rob Koney (CFI) for repositioning aircraft.
- Bob Guthrie (CFI) for driving and dropping off pilots.

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!

Errata

In last month's newsletter, the newsletter editor went cross-eyed and had inaccurately congratulated John Heale with not only the wrong new rating but also credited the wrong instructor. My sincerest apologies go to John and his instructor, Dan Turlington. Many congratulations to John for achieving the Commercial SEL rating on 3/3/03!

**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

If you have recently taken a BEFA six-month check or an FAA flight review, you have probably been asked questions related to runway incursions. If your checkout did not include this subject, it probably will on your next review. In recent years, the FAA has worked to communicate the importance of promoting and integrating runway incursion awareness and prevention. A runway incursion is the un-authorized entry of any vehicle (airplane, truck, etc.) onto the runway. This can include crossing the hold short line with the spinner of a C172, or positioning an entire 747 into take-off position without clearance. It can be the fault of the pilot in command or the controller in the tower. The FAA has asked CFIs and DPEs to assure that for every candidate for an airman's certificate, during every flight review, and during every aircraft transition, the CFI verify the candidate's knowledge about every facet of ground operations, and that these individuals can demonstrate orally and practically an understanding of airport signage, lighting, and taxiway/runway surface markings. Airport signage brochures and placards are regularly distributed at FBOs, aviation conferences, and seminars; examples of which can be found at the BEFA office counter in Renton.

The FAA produced 10 best practices that pilots are urged to follow. They remain essential, key actions that will reduce runway incursions and are as follows:

1. The need to read back all runway crossing and/or hold short instructions.
2. The need to review airport layouts as part of the pre-flight planning, and before descending to land, and while taxiing as needed.
3. The need to know airport signage.
4. The need to review Notices to Airmen (NOTAM) for information on runway/taxiway closure and construction areas.
5. The need to not hesitate to request progressive taxi instructions from ATC when unsure of the taxi route.
6. The need to check for traffic before crossing any runway of entering a taxiway.
7. The need to turn on aircraft lights and rotating beacon or strobe lights while taxiing.
8. When landing, the need to clear the active runway as quickly as possible then wait for taxi instructions before further movement.
9. The need to study and use proper radio phraseology as described in the Aeronautical Information Manual (AIM) in order to respond to and understand ground control instructions.
10. The need to write down complex taxi instructions at

unfamiliar airports.

The FAA emphasis of this program is being directed at both the pilot and controllers across the country. Whether you are at an unfamiliar airport or at your home field, adherence to the above practices by both side of the radio is expected. Asking for progressive taxi instructions, for example, is not an undue burden on the controllers and is, in fact, understood in the tower and encouraged. Aviation safety is everyone's business, but as noted on every test and oral exam, the pilot has the ultimate responsibility to ensure that safety is carried out in the aviation environment, whether in the air or before getting there.

Instrument Rating Advice and Big Big Thank You! By Bonnie Cole

First, I want to "second" Marissa's article from last month's newsletter. Each successful flight is a result of the dedication of many people, and many hours of patient teaching by great CFIs. Like Marissa, I've been blessed to have had great instruction and the benefit of helpful hints and suggestions by many CFIs. My list is not as long as Marissa's (I've had my license less than three years) but certainly includes my primary instructor, Kip Davis, without whom I would certainly have given up long ago. He persevered in spite of endless hours of frustration and tears (mine, not his). He never gave up, although I'm sure the thought crossed his mind. Thank You, Kip, you deserve a medal.

To Doug Kirby, thank you for doing what you always do-being there for me, answering email questions with bad airplane drawings, giving me all the reasons that you knew I could succeed, and giving me the confidence to keep trying. And thanks for showing up the day of my checkride to say, "See, I told you that you could do it" You are always right!

To Wes, for moral support and saying, "Don't worry. We'll find a way to get you through this." This in spite of the fact I suspect you didn't know what the "way" might be.

To Kris McKelvey, for always trying to cheer me up and for making me feel that I wasn't the first person to have problems with a checkride. Your quiet support and jokes helped.

To Karen Stemwell for saying "You can do this" and "No big deal, look what you did right" every time I did something wrong, for offering help, flights and encouragement every time I got discouraged.

To Rochelle, Jeff, Chris, Rob, Mike, Diana, Lis, Michael, Chuck, Charles, Robert, Dean and everyone else for unending support and "cheerleading" when necessary.

Since getting my instrument “ticket” I’ve been asked a few times for advice by people still working on their rating. My advice- It’s difficult but worth every minute of it. Keep at it. Sometimes it seems that it will never all come together for one flight but take every bit of help you can get from your instructor and anyone who’s “been there”. It seems that everyone has different struggles and there is probably someone at BEFA who’s had the same problem.

My first struggle was cockpit management. Because I’m short and left handed, the knee board was under the yoke and I couldn’t write and be able to see anything without contortions, which didn’t appear to improve my flying. (Most of my challenges provide hours of amusement to my CFIs, who appear to have never seen problems like short legs and writing upside down). More than once, Kip and I sat in the plane on the ground and tried to find workable solutions to the problem. Dale Hiltner tried to help by designing a special board to hold charts and paper for me and even made modifications to that but in the end, a yoke clip with a clipboard worked best. Sometimes you have to keep at a problem until the right solution pops up.

Another thing to keep in mind is that as wonderful as CFIs are, they don’t read minds (well, mine is easier to read than some). Speak up. Don’t pretend it’s going well or that you understand something you don’t. (This is true of all flight training). They can’t help if you don’t tell them. Silence is not golden, especially during instrument training. It’s stressful and the stress of covering up a problem you’re struggling with makes it worse. It may not be true for everyone, but I found that one or two problems from my student pilot days reared their ugly heads during instrument training and we needed to stop and review. Embarrassed is better than dead and a problem is always easier to fix the earlier you spot it. (If you can’t define it, I’ve found a blank stare and a “huh?” works).

Finally, my advice for every person with a private pilot rating, is to give instrument training a try. It makes you a much better pilot and in our area it opens up so many possibilities and gives you an increased level of confidence in your flying ability.

More training can never hurt! Well, it can’t hurt YOU, but the same may not be said for certain flight instructors. I’m sure Kip didn’t have that nervous twitch before flying with me.

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

Looking for one or two people who are interested in sharing ownership of a plane. I’ve found a complex, 200 HP, low wing with 2 doors (actually 3). It has 1,000 lbs useful load and would be great for cross country trips as well as commercial and CFI training. I have all the financial and maintenance information and details. I think it would be a great plane for 3 or 4 people to share. If you are interested please call or email me. Bonnie Cole 206-953-1079, or blcole@duke-energy.com.

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>

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

<u>President</u>	<u>Howard Wolvington</u>	Hm:	425-837-9567
	94-34	Wk:	425-761-4729
	hwolvington@earthlink.net	Fax:	425-234-3651
<u>Vice-President</u>	<u>John P. Searce</u>	Hm:	206-328-9868
	7M-HC	Wk:	425-957-5158
	john.p.searce@boeing.com	Fax:	425-957-5050
<u>Treasurer</u>	<u>Lawrence Day</u>	Hm:	425-865-8624
	7M-PM	Wk:	425-957-5039
	lawrence.day@pss.boeing.com	Fax:	425-865-3498
<u>Ops Officer</u>	<u>Walt Cameron</u>	Hm:	425-643-0947
	94-35	Wk:	425-917-6460
	wmcameron@msn.com or walter.cameron@faa.gov	Fax:	425-234-3651
<u>Safety Officer</u>	<u>Mike Sievers</u>	Hm:	425-227-0703
	2M-13	Wk:	206-544-9779
	Michael.W.Sievers@Boeing.com	Fax:	206-544-9751
<u>Secretary</u>	<u>Matt Malkin</u>	Hm:	206-216-0679
	45-13	Wk:	206-655-3757
	befa_secretary@mindspring.com	Fax:	425-234-3651
<u>Office Staff</u>			
<u>Ops Manager</u>	<u>Wes McKechnie</u>	Hm	206-932-2935
	94-35	Wk:	425-237-2332
	befa_ops@mindspring.com	Pager	206-540-7720
	<u>Mike Lunning, Diana Cassity</u>	Wk	425-237-2332
	befa_office@mindspring.com	Fax:	425-234-3651
	<u>Darlene Jaymen</u>	Wk:	425-237-2332
	befa_account@mindspring.com	Fax:	425-234-3651
<u>Maintenance</u>	<u>ACE Aviation</u>	Contact, in order:	
		1) Ops Manager: Leave voicemail (425) 237-2332 or page 206-540-7720	
		2) Ops Officer	
		3) Any Board Member	
<u>Everett</u>			
<u>Office</u>		Voice	425-717-2332
		Fax	425-717-2336
<u>Maintenance Mgr:</u>	Larry Fields	Wk	425-266-9787
<u>Facilities:</u>	Oscar Naimi	Wk	425-342-8853
<u>Safety Mgr:</u>	Sandor Paulay	Wk	425-342-5511
<u>Membership:</u>	Don Russell	Wk	425-266-4598
<u>Communication:</u>	Don Russell	Wk	425-266-4598
<u>E-mail DL:</u>	Moliere Francois	Wk	425-342-6784
	moliere.francois@boeing.com		
<u>Newsletter Editor</u>			
	Marissa Singleton	Wk	425-373-2686
	M/S 7X-70 marissa.k.singleton@boeing.com		