

# ✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98055

## Welcome New Members!

<b>Craig Greenberg</b>	<b>Class III</b>	<b>RNT</b>
<b>Jennifer Kranak</b>	<b>Class III</b>	<b>RNT</b>
<b>Richard Munger</b>	<b>Class I</b>	<b>RNT</b>
<b>Brad Ryll</b>	<b>Affiliate</b>	<b>PAE</b>
<b>William Stocker</b>	<b>New</b>	<b>PAE</b>
<b>Jay R. Uusitalo</b>	<b>Class III</b>	<b>RNT</b>

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Ed Navarro	5/23	M. Sievers

## Congratulations!

<u>New Ratings</u>	<u>Type</u>	<u>Date</u>	<u>Instructor</u>
Lis Demco	Commercial	5/15	K. Davis
Josh Russell	Private SEL	5/24	J. Yager
Mark Morse	Instrument	5/29	K. Davis

## Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <i>Aircraft Maintenance Team.</i> (Contact Walt Cameron)	6-9pm	TH	RNT
• <i>Board Meeting</i>	5:00p	6/20	RNT

## From Your President

**Howard Wolvington**

**Fuel Surcharge:** We got some continued good news that our fuel costs have continued their downward trend toward our budget levels. The Board has voted to eliminate the fuel surcharge, effective June 1, 2003.

**Twin Acquisition:** For the last few years, BEFA has been without a twin-engine aircraft. The last such aircraft was a Beech Baron, and while a very nice machine, it was not the right aircraft for BEFA because of operating costs and configuration. We have been working since the first of the year to return a twin to the fleet, and while the ink is not dry on a final agreement, it appears that this will happen this month. We expect to bring online a Beech Duchess under a

leaseback arrangement. This will be excellent aircraft for either multiengine training or cross-country travel at up to 165 knots. The subject aircraft has a Garmin 430 IFR GPS, and should be available for about \$145 per hour -- an excellent, very competitive rate. We are working to finalize the insurance coverage, minimum pilot requirements, and final aircraft inspection, but should have the airplane at BEFA about the time members receive this newsletter. The aircraft will require a Class III share, an Instrument Rating and a minimum number of total hours will be required. There will also be minimum hours in make and model to act at PIC and both initial and recurring checkride requirements. Final details will be posted on Schedule Master and on the BEFA web site when the aircraft is available.

**Action Aviation:** Negotiations continue between Action Aviation, the Airport Management, and BEFA relative to the sublease of space by BEFA to Action. We have been having trouble resolving conflicting requirements of the Association, viewpoints of the City, and willingness of Action to accept necessary sublease contract language. This has been taking significant time and attention for your Board and the supporting legal staff. We will probably have an agreement in June, or Action will be permanently out of business and will depart our facilities.

**New Computers:** The CATS knowledge testing service that we provide sent notice to BEFA that to remain an authorized representative, we had to upgrade our supporting computers and put them on the Internet by June 15. The Board authorized the purchase of three new PCs (using the Boeing Employee Discount Program) and they are being installed with network extensions. We were able to replace the "stand-up" scheduling computer with one of the new machines, and push the previous machine into backup CATS service. Members will see considerable improvement from this new PC. The office PCs are also being configured with Microsoft XP and secured such that the basic software configuration can not be modified. This should also help to stabilize our machines and maintain their performance.

**Bath & BBQ:** We had a great Bath & BBQ last month. It was a nearly perfect day, and almost all of the aircraft at Renton were washed. Then we had some great food. Many thanks go to Gary Pipkin, who organized the event, and to the many members who participated.

## BEFA Bath & Barbeque Success and Thanks!

By Gary Pipkin

The Bath & Bar-B-Que was a great success! All who participated had a great time while washing airplanes and totally cleaning the interiors of 11 airplanes, including the Citabria and the floatplane. Three families brought their youngsters with them to share the day and the youngsters were pros at cleaning the aircraft windows, upholstery and carpeting; especially in those hard to reach places like the luggage compartments. Others did gardening work and helped our first impression zones look great. Of particular mention is the awesome job Lori Bechtold did cleaning all the furniture upholstery in the office. To top this all off the club provided steak dinner for all the participants that included an accompanying wine or beer. Two folks even flew one of the Everett planes down and participated, had dinner & flew back. They didn't seem to care that they couldn't experience the wine or beer. I've been to a number of these events and this one was one of the more memorable ones. It turned out to be somewhat sunshiny and a pleasant air temperature. Yup, we got lucky. The list of those who participated follows.

(\* = gardening)

Will Allen

Jim Arline

Lori Bechtold (\*Cleaned our furniture!!)

Brian Behrend

Bob Bumpous\*

Graham Clapp

Bonnie Cole

Carol and John\* Crothers

Kip Davis

Bob Guthrie

Jeff Harding

Don Lau

Eric and Julie Lund

Chuck and Paul Malmsten

Wes McKechnie

Diogenes Oropesa

Gary and Yvonne Pipkin

Mathew Shaw

Andrew Sheppard

Jim, Marissa and Kathleen Singleton\*

John Vian

Tony Wagner

Howard Wolvington

Jack Yager

## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### BATH AND BAR-B-Q

Gary and Yvonne Pipkin did their magic once again in organizing and running the annual BEFA Spring Bath and Bar-B-Q. I just wanted to add my thanks to all who participated. We had the extra incentive of great quality steaks, some inspired participant side dishes, and dessert after the event. The beer and wine was a nice touch this year, as well. We'll hopefully duplicate this event again in the Fall.

### '03 DOCUMENTS ON THE PLANE

A reminder that the 2003 insurance documents are on board the BEFA planes, along with blank squawk sheets. We noted that some of the doc's from '02 were not on the planes when we went to remove them. If you want to see a copy of the policy, it is in a white binder at the front office desk, marked "BEFA RULES OF OPERATION". It contains a copy of the Insurance Binder for year 2003 with descriptions, so there is no need to extract one from one of the planes. Please leave the copies in the plane. Also, the white binder has other interesting BEFA information such as a copy of the original Articles of Incorporation of BEFA dating from July 30, 1954, and current By-Laws and Rules of Operation, (also available on line).

In addition to a copy of the insurance being kept in the glove boxes of the planes, we also have squawk sheets. Remember, these are for "on the road" squawks that you may need to have a mechanic at another airport assist you on. An example would be encountering a problem at an airport other than RNT or PAE, where you discover some damage/malfunction to the plane that you think affects the airworthiness of the plane. You must attempt to contact me or the Operations/Safety Officers even if the Office is closed. Our contact numbers are in the aircraft glove boxes with the above mentioned insurance documents and blank squawk sheets. After having the potential airworthiness squawk fixed, the mechanic doing the work must sign off the squawk. Bring the squawk sheets back for placement in the tach book for that tail number. Please see me if you have any questions. Again, what should be on board each plane follows, (in addition to the required State and Federal documents):

- Copy of the Insurance Binder.
- Blank squawk sheets
- BEFA list with contact phone numbers.
- Basic survival kit.
- POH, even for our older model planes that are not required by FAR's to have one.
- Fuel strainer.

Let the Staff know if any of the planes are missing one of these items.

**BEFA in AOPA**

While thumbing through my June issue of AOPA Magazine I was surprised to find an article produced by ex-BEFA member, Stephen B. Wallace, writing about taking his son for his first flight while a member of BEFA back when we were at Boeing Field. He mentions BEFA several times and even one of the long gone CFI's. We can all identify with his descriptions of the beauty of flying in the Puget Sound Basin, and his lunch at Harvey Field. A few pages away from that article is another lengthy piece on Roche Harbor Airport and Resort on San Juan Island, another popular destination for local pilots. It's not only fun to read, but also a good primer for those who have yet to fly to this remarkable location.

**SMOKING IN FRONT OF THE OFFICE**

Please do not smoke in front of the office. We had an underground fire in the bark in the front flower bed that if not noticed, probably would have reached the deck/office building that night.

**PAINE FIELD HANGAR**

At the time of this writing, we are still waiting for final permits for occupancy approval of the Paine BEFA hangar. Walt Cameron, Don Russell and I completed the "walk through" and noted discrepancies which are to be fixed. BEFA members who are using the PAE fleet will need to fill out a form for gate access, including a two-page quiz that for already rated pilots should be easy. BEFA PAE member Don Russell and I have hard copies of the quiz, and at the time of writing, we're still waiting for Paine Field Administrators to send an electronic copy so we can post it on BEFA's web site. You can also go to the Port of Everett's Paine Field office by FlightLine and pick up a copy. All PAE BEFA members, including RNT members who will be using the facility will need to fill out the form and quiz, return it to the Paine Field Administrators and attend an orientation. This orientation will introduce you to the process of accessing the facility and learning the prescribed driving route that does cross a taxiway and ends near the middle of the 11-29 runway. While fairly simple, this is mandatory. According to Paine Field Administrators, the present plan is for there to be two options for access through the gate, a card swipe for the regular PAE members, and an access code that will be provided to the occasional RNT member that wishes to use the planes at PAE. A key box accessible with the standard BEFA key will contain the hanger man door key. Please contact Don Russell for the orientation at (425) 337-2252, or one of the other PAE principals listed at the end of the Newsletter. The orientation will demonstrate the gate, drive to and from the hangar, key box, bathroom/flight planning room locations and cautions regarding "gotcha's" inherent to the sliding hangar door

operations. We don't want any planes crunched! For the members at RNT who are interested in seeing the facility, contact me for inclusion on a sign up sheet for a group tour at a yet to be determined Saturday date.

**GRIEVANCES:**

- 05/06/03 733XW Passenger door left open.
- 05/08/03 5344K Gust lock left off.
- 05/21/03 4801D Aircraft started in parking place and taxied out of stall.
- 05/22/03 704ML Pitot tube cover left off..

**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:

- Don Russell for being the focal for the PAE hangar move and orientation.
- Eric Lund for helping place the '03 insurance doc's onboard the planes.
- Rob Koehne (CFI), Eric Lund and Harlan Zentner for helping Staff stuff and collate invoices.
- Kip Davis (CFI) and Kris McKelvey (CFI) for repositioning aircraft.
- Bob Wyzenbeek (CFI) for driving.
- Carol Crothers for yard work/weeding.
- Special thanks to Lori Bechtold for cleaning the office furniture. While this was already mentioned in the Bath & Barbecue section, it's a very long-standing task that's needed doing and we thank her for stepping up.
- Forgot who fixed the broken handle on the toilet! Please remind me.

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 to fix the dripping faucet by the coffee machine.
- 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!

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### **Wes on Vacation/Bob Guthrie Backup**

Bob Guthrie will be acting operations manager while Wes McKechnie is on vacation from June 20-30. During this time period, please contact Bob with your operations related questions.

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### **Washington State DOT Aviation Notice**

*Editor's Note: The following was taken from the WSDOT Aviation Division e-notice of the recent changes to Pilot and aircraft registration requirements. For a complete PDF file of this bulletin, you can access the WSDOT Aviation Division website at: <http://www.wsdot.wa.gov/aviation/default.htm>*

ARLINGTON: Legislators agreed on a statewide aviation funding package that is a first step in preserving Washington's critical airport infrastructure. A 2½-cent per gallon increase in the aviation fuel tax will bring 1.3 million dollars to preserve general aviation airports in the state. Washington risks losing several airports due to failing pavement and is the basis for fee increases going directly into airport preservation grants. "It's your investment - watch it work"

Senate Bill 6056 contains several key provisions to lend in the effort of preserving Washington's airport system. Aircraft registration fees are set at \$15. Pilot, airman and airwomen registration fees are set at \$15. Aircraft fuel tax is set at 10 cents per gallon. Notification of in change of ownership of a registered aircraft must be completed within 30 days. Proof of aircraft registration must occur before buying or leasing tie down or hangar space. Failure to register an aircraft is subject to civil penalties beginning July 1, 2003. Failure to register as a pilot, airman or airwoman is subject to a civil penalty beginning July 1, 2003

### **Aviation Biennial Budget**

Pilot and aircraft fee increases will generate \$190,000 additional revenue and will be directed to airport maintenance for two years. The aviation fuel tax increase will deposit \$1.3 million into the Aeronautics Account and is also dedicated to airport aid grants. The total budget for the Aviation Division is \$4.9 million with \$2.5 million dedicated to airport aid grants.

### **Aircraft, Pilots, Mechanics - Are you Registered?**

Washington state law requires pilots, aircraft owners and mechanics not associated with aviation manufacturing to register annually with the Washington State Department of Transportation Aviation Division. Over two-thirds of the pilots and half of the Washington's aircraft owners fail to register each year. Many aviators may be unaware of the registration requirement and may be surprised by the new law incorporating civil penalties.

**Pilots Call For Stiff Penalties** During the 2003 Legislative Session, many pilot organizations testified on the need to improve compliance in the WSDOT Pilot and Aircraft Registration Program. They called for additional enforcement tools be enacted into law so all required aviators register or face stiff penalties.

### **What Happens If? Information for those frequently asked questions.**

#### ***What happens on July 1st if I forgot to pay my 2003 aircraft registration due in January?***

Under the new law, if your registration is late by 60 days or more then civil penalties are to be levied.

#### ***When is my pilot registration due?***

Your pilot renewal date is on your birthday.

#### ***Where does my registration money go?***

Pilot and Airmen registration revenue funds the Aircraft Search and Rescue, Safety and Education Programs. Under the new law, the registration fee increase will go into airport maintenance for two years. Of the \$15 registration fee, \$8 will be deposited in to the Search and Rescue, Safety and Education Account and \$7 will be directed into airport grants.

#### ***Who is required to register with WSDOT?***

Under RCW 47.68.020, any person who is a pilot, mechanic or member of a crew in the navigation of an aircraft or any individual who is directly in charge of inspection, maintenance, overhaul, or repair of aircraft engines, propellers, or appliances or aircraft dispatcher is required to register.

**Who is exempt from registering with WSDOT?**

Any person employed outside of the United States, or any person employed by a manufacturer or aircraft or performs inspection or mechanical duties associated with manufacturer, or any person inspecting or maintaining their own aircraft are exempt.

**If I have a federal certificate, why am I required to register with the WSDOT?**

Washington State law requires any person who operates, causes or authorizes the operation of civil aircraft within the state to hold a certificate, permit or license issued by US Department of Transportation and a current registration issued by WSDOT. Any person who engages in aeronautics as an airmen as defined in RCW 47.68.020 is required to register. Exemptions apply to government operations, pilots registered in a foreign country, interstate (from one state to another) commercial flying, dual instruction flights. Pilots living in Oregon and base aircraft in Washington are required to register with WSDOT.

yet. The \$1.5 million increase seems like a lot of money. But in reality, the additional revenue will only provide minimal pavement maintenance relief."

The loss of revenue to the aviation system from a lack of registration compliance is over \$150,000 each year. We can no longer sit and watch the aviation system deteriorate. We all need to remember and communicate the importance of the system to the health of the state's economy. Airport infrastructure is an integral part of our transportation system and we must do what it takes to preserve airports for future generations."

**Have A Story To Share?**

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

**Classified Ads**

**Key Changes to Pilot and Aircraft Registration Law**

Type	Be for e 7/1 /03	After 7/1/03 Registratio n Due date	Past Due 60-120 days	Past Due 120-180 days	Past Due 180 days
Active WA Pilot	\$8	\$15, birthday	\$60 penalty + \$15 reg. Fee	\$60 penalty + \$15 reg. Fee	\$60 + \$15 reg. fee
Non resident pilot regularly operating in WA	\$8	\$15, birthday	\$60 penalty + \$15 reg. Fee	\$60 penalty + \$15 reg. Fee	\$60 + \$15 reg. fee
Airmen & Airwomen (mechanic inspector or technician)	\$8	\$15, March	\$60 penalty + \$15 reg. Fee	\$60 penalty + \$15 reg. Fee	\$60 + \$15 reg. fee
Aircraft (not including aircraft excise tax)	\$8	\$15, January 1 <sup>st</sup>	\$100 penalty + \$15 reg. Fee	\$200 penalty + \$15 reg. Fee	\$400 + \$15 reg. fee

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](mailto: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.

\*Revenue from the increase (\$7) will be deposited in the Aeronautics Account for airport maintenance for two years while the remaining \$8 will continue to go towards the Aircraft Search and Rescue, Safety and Education Account.

"I applaud the commitment and dedication to general aviation demonstrated by the Washington State Legislature in their efforts to save airport," stated John Sibold, Director for Aviation. "A lot of hard work and collaboration went into preparing the aviation package, including strong participation from general aviation pilots and airports. But we are not done

**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](mailto:chuck.malmsten@boeing.com)

**BEFA office Email:** [befa\\_office@mindspring.com](mailto: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**

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