

# ✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98055

## Welcome New Members!

<u>Name</u>	<u>Class</u>	<u>Location</u>
Jennifer Hunziker	Family	RNT
Tim Towey	Class I	RNT
Murray Stockill	Class III	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Allan Reitan	7-16-03	D. Turlington

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Daniel Tracy	6-29-03	Private SEL	R. Koehne
Howard Wolvington	7-9-03	MEI	C. Thomson
Michael Stutz	7-20-03	Private SEL	J. Yager
John Demco	7-29-03	Private SEL	H.Wolvington

## 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	8/15	RNT
• <u>Rich Stowell Emergency Maneuvers and Safety Seminar</u>	6:30p	8/12	RNT
• <u>Rich Stowell Flight Clinics</u>		8/12-13	RNT

## From Your President Howard Wolvington

**Renton Airport Construction:** As most active members know by now, we have been impacted at the Renton airport by the current airport construction project. So far a portion of the runway has been closed, and we have been allowed to takeoff and land on the remaining 50%. The good news is that the runway is open, and we can continue flight operations. The bad news is that there has been some safety issues with landing traffic. In some cases, pilots have been flying an approach to the old threshold, and then dragging the aircraft at low altitude over the men and machinery in the closed runway area to the relocated threshold. On Friday, 7/25, a pilot (not a BEFA member) did this and then managed to hit one of the barrels that were placed 400 feet

from the relocated threshold. He was fortunate, in that it was a main gear that caught the barrel rather than his prop, but the airport was closed for a couple of hours in any case for investigation and cleanup. The proper procedure is to fly a normal approach to the relocated threshold. A "short-field" landing technique is recommended which provides good clearance over the obstacles.

The second impact is the closure of the taxiway in front of BEFA. This is the case as I write this article, and our plan to continue operations has been to relocate the fleet to an alternate parking location on the Boeing "Apron B" at the South end of the field. My thanks to Jack Yager for doing much of the leg work to set up this agreement with Boeing. Boeing has generously allowed us to use this space without charge, but it took some negotiations to avoid having to purchase \$200 million in liability insurance, which is what was required in the original permit! We will have a second period of taxiway closure in a few weeks. Thanks also to the many members who assisted with the setup of the parking area, and the relocation of our aircraft to it on Sunday 7/27.

Finally, the entire airport will be closed for a few days at least twice during the construction project. The schedule for this has changed, so I recommend that members refer to the Schedule Master messages for current schedule information. We will keep the schedule updated there as best as we know it. We are making plans to continue operations during this period, and we are looking at space at Boeing Field as our prime alternate.

**Tower Communications:** At a recent BEFA board meeting, the board voted to adopt a request from Renton Tower relative to use of the Renton Ground frequency. As indicated in the Airport/Facilities Directory, all taxiways at Renton are non-movement areas. This means that communications with Renton Ground is not required to operate on these areas. We have previously encouraged this communications so as to be more consistent with operations at most other airports. However, this radio communications to Renton Ground has, in busy periods, caused interference with tower attention to traffic in the pattern.

Therefore, we now request that student pilots continue to contact Renton Ground for taxi operations, but that licensed pilots do so only when special ATC services are required. Examples of this would be a request to copy an IFR

clearance, or to obtain a discrete transponder code for a Burien Departure. If these special services are not required, licensed pilots are encouraged to taxi to the runup area, and then to the runway, without communications with Renton Ground. They should monitor Renton Ground during the taxi, and then make the initial call to Renton Tower when ready for departure. Upon landing, licensed pilots are encouraged just to monitor ground as they taxi to the BEFA parking area without communications. No call for taxi clearance is required nor desired.

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### **From Your Operations Officer**

#### **Walt Cameron**

As you've probably seen, both of the 182's are back on line and flying as much as ever. In fact, 435LH is off to Oshkosh this last week of July. The good news was that the prop strike did not cause any engine damage, just the prop. 7568T has been inspected thoroughly and suffered no other significant damage than to the right wingtip and empennage. All are now repaired.

The floats for 736NN are still at Seaflight Industries in Vernon, BC, and are expected to be back around 5 Aug 03. The aircraft should be back on floats shortly thereafter. I'm hoping that the Floatplane Advisory group has some operational proposals to help minimize the possibility of significant damage and corrosion for the future. The repair process is very costly.

If you've been flying the last week in July, you know the aircraft aren't parked where they normally are. Boeing was good enough to allow us to park the aircraft at the south end of the field, in two of their 737 parking areas, so that we can continue to fly during the times that the airport ramp closures affect our particular operations. This parking situation will be in effect one, possibly two more times, over the month of August and part of September. Since we are guests at the Boeing sites, please do your best to eliminate spillage of contaminants and trash on the ramp areas. Your care now will help us in the future, should this type of situation arise again sometime.

Thanks for your help and patience over the last couple of months. They have been unusual to our operations to say the least.

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### **BEFA Elections Coming**

#### **By Bill Shepherd**

The annual elections for members of the BEFA Board of Trustees will be held in October to fill the jobs of Vice President, Treasurer, and Safety Officer. The nominating committee is beginning its search for qualified candidates for these important positions. If you have an interest in one of

them, or know of an individual who you wish to recommend, please get in touch with the nominating committee chairman Bill Shepherd who can be reached through a message left at the Renton office, by e-mail (william.b.shepherd@boeing.com or trollwmn@centurytel.net), or by phone (206 544 5389 wk, 206 463 2176 hm, 206 200 2716 cell).

Relevant experience related to specific duties of the position sought and some familiarity with BEFA management issues is helpful, but not mandatory. The treasurer is expected to track BEFA's financial performance (with the help of accounting) so that a background related to finance is a definite asset. Similarly, the Safety Officer is responsible for flight safety issues, and is BEFA's point of contact with the CFIs, so this position has traditionally been held by a CFI (with some exceptions).

October will be here well before we are ready for it, so please respond soon. The nomination process will be completed in September to support the election schedule.

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### **Exclusive for BEFA Members: Safety Seminar and Flight Training Clinic by Rich Stowell, August 12 & 13, 2003**

**By Rochelle Oslick, CFI**

*Exclusively for BEFA Members:* Rich Stowell, a nationally-recognized CFI and NAFI – Master CFI-Aerobatics, FAA Aviation Safety Counselor, and author of books and videos on Emergency Maneuver Training will be conducting a FREE Safety Seminar and Flight Training Clinic on August 12 & 13, 2003. This is a rare opportunity you won't want to miss!

Rich will present a FREE Safety Seminar for BEFA members on Tuesday, August 12th at 7 pm in the hangar. Seminar Topics are "Emergency Maneuver Training -- Controlling Your Airplane During a Crisis" and "Landings – The Good, the Bad, and the Ugly". Come for pizza and soda at 6:30 pm before the seminar. Please sign-up for the seminar at the BEFA front desk (so we know how much pizza to order and many chairs to set-up).

On both August 12th & 13th, Rich will provide flight instruction in BEFA's Citabria on unusual attitude recovery techniques and aerobatics. Flight training is open to all BEFA members (within Citabria Weight & Balance limitations). Very limited space is available, but we'll have an "alternates" list.

Please contact Rochelle Oslick or Bob Guthrie for additional information.

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## Ground Operations at Unimproved Airports

By Esko Mannisto

As most readers know, N735LH sustained damage to its propeller after taxiing on an unimproved surface at Ranger Creek. As a result, I did some research on the topic, and this article summarizes my findings. I talked to pilots at K2 Aviation and Talkeetna Air Taxi, both based in Talkeetna, Alaska, for some of the information in this article, and I took some measurements on airplanes parked at Renton. Talkeetna State Airport has a 4000-foot paved runway and serves as home base for five air taxi operators that fly into unimproved fields, including glaciers and gravel bars.

Before a flight to an airport with unpaved surfaces, whether runways or taxiways, it's a good idea to get all the information you can. Sources include the Internet, for example

<http://www.wsdot.wa.gov/aviation/Airports/default.htm> for Washington state airports, and pilots that have recently been at the airport that you are thinking about flying to. You may also be able to call the owner or manager of the airport. For Copalis State airport, you need to also consult the tide tables to make sure you get there at low tide and get out before water takes over the runway.

During the preflight inspection, make sure the nose strut and tires are inflated to their normal pressures. The available propeller clearance, as well as the presence of wheel pants, may influence your selection of airplane to take to an unimproved field.

The following table summarizes measured propeller clearances (rounded to the nearest half inch) on a variety of airplanes encountered at KRNT. Unfortunately the victim airplane N735LH was not available at the time that these measurements were made, but the C182RG example gives an idea of how little propeller clearance there can be.

Airplane	Typical propeller clearance (inches)	Minimum propeller clearance (inches)
C150	13	-
C172	12.5	10
C172XP with tundra tires	14	10.5
C182RG	12	7
C180	24	-
Piper Super Cub	22	-
Duchess	9	-

The minimum propeller clearance was extrapolated from two measurements on the same airplane with different strut

extensions. It is interesting to note that even the C172XP on tundra tires doesn't have that much extra clearance compared to a regular C172, but it probably wouldn't have suffered the same fate as N735LH in the same situation, because the damage extended to only about 2-3 inches from the tip of the propeller. In fact, a regular C172 might have survived undamaged in the same situation; although in some cases the damage may come a few seconds later when due to the inferior power the C172 can't outclimb the trees at the end of the runway.

K2 Aviation has a company policy prohibiting operations into unimproved fields with tricycle gear airplanes. One reason is that a tailwheel tends to bounce over a rock with no damage, whereas a nosewheel tends to compress, potentially causing damage. Another reason is that taildraggers typically have more propeller clearance, which is evident from looking at the C180 and Super Cub entries in the table above.

The propeller can suck up rocks and gravel even when it doesn't actually come in contact with the ground. Keep in mind that it can also suck up water from a puddle, so don't do a runup where there is gravel or standing water. On a gravel runway, if you have enough room, avoid bringing up power at a standstill. Instead, gradually increase power and start moving before you apply full power to decrease the risk of sucking up rocks into the propeller.

Wheel pants can break easily and rocks can get stuck between the tire and the wheel pant, so an airplane without wheel pants is preferable when operating on unpaved surfaces. The horizontal stabilizer and bottom of the airplane, especially on taildraggers, can be damaged from gravel flung up by the tires. In some cases, wheels can also propel rocks forward, potentially striking the propeller, but that mostly happens with ski-equipped airplanes.

When you approach an unimproved field, you should overfly it to check its condition and to scare off any animals or people. After landing, unless you know for sure that it is safe to taxi, shut down the engine and inspect the planned taxi route by foot. It may be necessary to move the airplane by hand using the towbar to avoid risking damage to the propeller.

If you are planning to park for any length of time, make sure you bring your own tiedowns. Position the airplane away from landing and taking off traffic. Unless there is a large enough designated parking area, you may have to park near the runway. Some pilots prefer to park at the approach end, others at the far end.

I don't know what the final cost of the repairs and

inspections done to N735LH because of the prop strike were, but just the propeller repair cost over \$5,000. That's what insurance is for, of course, but somebody still has to pay the deductible. In addition there is the uncalculated cost of denying the club members the use of a fine airplane while it is being repaired. So it's definitely worth it to carefully consider how you're going to move the airplane on the ground on unpaved surfaces.

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### Notes From The Office

#### ‘Attaboys For Our Volunteers

Your fellow members continue to pitch in to keep us running smoothly, often saving money in the process. This month we thank:

- Rochelle Oslick and Bob Guthrie for setting up the Rich Stowell event.
- Matt Smith for building a rolling table for the BEFA crew.
- Kip Davis (CFI), Bob Guthrie (CFI) for invoice mailings.
- Bob Carter for display board.
- Les Kyger for ride back from PWT.
- Jeff Jelenik for flying John Demco to Kelso.
- Matt Ray (CFI) and neighbor for washing 704GC, 704RY and 704ML.
- Dan Turlington (CFI) for mowing the lawn.
- Maynard Winchester for weed whacking.
- Doug Jacobs, Sandor Paulay (CFI), Gordon Robinson, Diogenes Oropesa and Oscar Naimi for the move into PAE's hanger.
- Sandor Paulay (CFI) for bringing part from PAE to RNT.
- Rich Gerard for grounds keeping.
- Maynard Winchester for making metal plane ID tags.
- Doug Jacobs for rewriting PAE OPS Manual.
- Lis Demco and Kip Davis (CFI) for washing 32521.
- Joe Kranak for fixing tow bar.
- Charles Manry for formatting documents.
- Rob Koehne (CFI) for cleaning the M&M machines.
- Jeff Hardin for donating classroom window.
- Harlan and Lonnie Zentner for installing classroom window.
- Mike Teachman, Einer Ask and son, John Scarce, Jim Goodnow, and Dan Turlingotn (CFI) for helping with the tiedowns for the temporary airplane move at RNT.
- Matt Smith & Zak Hazrat (CFI) for helping move planes for maintenance.

VFR and tailwinds to all of you for your generous support.

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### 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.
- Donation of a silent air-conditioner.

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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### From Your Operations Manager Wes McKechnie

#### EXTRA THANKS

As you see, we've had many great members helping us with a number of tasks, particularly in July. It always seems a bit unfair to single out any one project, as they are all so helpful and important. But, a special thanks is to be mentioned to Harlan and Lonnie Zentner for spending more than one full day suspended from long extension ladders cutting through our steel wall to install the long needed (and begged for) window in the upstairs classroom. It was one of the hottest days of the year when they installed it and was a real rough job. Also, thanks to Jeff Hardin, who donated the window.

The BEFA crew has been doing a great job this summer keeping up with oil changes. As an example, Ron Larson and Matt Smith did three aircraft by themselves, and worked a few squawks on July 31<sup>st</sup>. They have been "rocks" this summer. Airport Manager Ryan Zulauf and his number 2 man, Matt Braswell, have been helpful as well in assisting our logistic needs during the airport construction. The Crew lost one of the stalwarts, Bob Carter, who is standing down for a while after providing us with much volunteer time. We need to infuse the Crew with some new help and ask for

those who are interested in the mechanical end of flying to please contact either me or Walt Cameron to join the BEFA Crew. This is usually on either Thursday or Sunday late afternoon. Help is mainly in assisting with oil changes and "light" squawk resolution per FAR part 43. NO EXPERIENCE IS NECESSARY, you'll learn as you go, obviously under skilled supervision. The Association owes these great folks much thanks for their time and efforts.

N54502 to PAE

Walt Cameron just left on vacation and asked me to include a notice that N54502 is being moved to PAE starting August 8<sup>th</sup>. It is hoped that this will result in increased membership at PAE and subsequent usage. The usage will be evaluated on a periodic basis to establish best use of the aircraft between both the locations.

RNT AIRCRAFT REPOSITION

With the RNT airport construction underway, our planes are relocated at the South West jet pad B-1 and B-2 location. There is parking and gate access is through the man-gate with chain and BEFA keyed padlock. The latest information at the time of this writing is for our aircraft to be there through August 10<sup>th</sup>, then back to the BEFA ramp, and then back to the temporary location from August 28<sup>th</sup> through September 28. The airport runway, full length, is also scheduled to be closed for construction August 21, 22, 23, and September 17<sup>th</sup> through the 23<sup>rd</sup>. THESE TIMES ARE SUBJECT TO CHANGE, either for the good or bad. Please check your NOTAMS for the most current schedule!

IN ADDITION: With the drive from the office to the temporary location, we've found the aircraft keys are being taken home with the pilots at a frequent rate! We suggest that you put your house keys in the tach book as a reminder to leave the aircraft keys with us in the tach book!

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**Grievances**

- 06/09/03 78440 Window left open.
- 06/14/03 739BT Pitot & gust lock left off.
- 06/27/03 36339 Left outside of hanger.
- 07/02/03 435SP Gust lock off.
- 07/05/03 54088 POH missing from plane.
- 07/10/03 54502 Gust lock left off.
- 07/12/03 54502 Pitot cover & gust lock left off.

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**Classified Ads**

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

**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 your Favorites folder.

**The Club folder** is located in Exchange at Public Folders/All Public Folders/Boeing Recreational Clubs/BEFA.

**To send a message to the folder from inside, or outside Boeing**, type: "BEFA@PSS.Boeing.com" in the message "To..." line or "Cc..." line, check the name to make sure you got it right (Ctrl+K), and send it

**Reply to a message that you see in the public folder:** make sure your reply is addressed as above if you only want your reply to go to the PF.

**OTHER LINKS:**

**Soaring Club (BESC):** <http://boeingsoaring.com/>

**SEA FSDO:** <http://www.faa.gov/fsdo/seafsd/>

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

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- 1) Ops Manager: Leave voicemail (425) 237-2332 or page 206-540-7720
- 2) Ops Officer
- 3) Any Board Member

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