

✈ 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>
Stephen Lucas	I	RNT
Bert Powell	I	PAE

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Dean Whiting	7/21	CFII/MEI	Varsalona
Shaun Ripple	9/1	Private SEL	McKelvey
Randy Chastagner	9/11	Private SEL	Turlington
Rob Smith	9/15	Instrument	Kirby
Dave Whisler	9/17	Private SEL	Davis
Bonnie Cole	9/22	Commercial	Davis
		ASEL	

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	10/17	RNT

From Your President Howard Wolvington

Fuel Surcharge: We have seen some improvement in fuel costs at the auto gas pump, but have not yet seen the expected decrease in aviation fuel costs. Thus, the Board elected to retain the fuel surcharge at the current level for another month.

Elections: October is the month for the annual BEFA elections. Each year the term expires for of 50% of the board positions and this year those positions are Vice President, Treasurer, and Safety Officer. In accordance with the procedures specified in the Bylaws, an election committee (chaired by past-President Bill Shepherd) has been working hard on election procedures and the selection of a slate of qualified candidates for each office. A ballot with the names of those nominated will be mailed (separate from this newsletter) to Participating members of record as of October 1, 2003. The ballots contain some procedures that are similar to those used in Washington general elections for validation

of voting credentials, so please be sure to follow the procedures specified in the ballots. The election committee will tabulate the results at the end of the election, and the results will be available in the BEFA newsletter. The positions become effective January 1, 2004.

Another issue on the ballot will be proposed changes to the BEFA Bylaws. Per Article XXI of the Bylaws, they are amended by a 60% approval of Participating members. Boeing Recreation have requested two changes to the Bylaws of all Boeing-supported organizations.

The first is a change that places a Boeing Recreation Advisor as a non-voting ex-officio member of the Board if requested by the Board and if a resource is available from Boeing Recreation. The BEFA Board does not plan to request such a member and Boeing does not plan to provide a dedicated Advisor, but the provision will make our Bylaws consistent with others, and provides the framework for a resource that might be helpful in the future.

The second change is to the qualifications of Officers. The change prohibits two family members from serving on the board at the same time, and allows officers (except for the Treasurer) to be either active Boeing employees or Boeing retirees. The current provision that requires at least 50% of the Board to be active Boeing employees is being deleted.

Your Board supports these changes and recommends that they be approved by our membership.

BEFA Election This Month By Bill Shepherd

You will be mailed a BEFA Board ballot this early this month. The ballot will be due back at the Renton office no later than 1700 on October 31, at which time the election will be closed. Please note that a security envelope will be included in the mailing. After reviewing past BEFA election procedures, an election committee convened earlier this year concluded that use of the security envelope should be required in this and future elections. Therefore be sure that you return your ballot in the envelope. **If your ballot is not received in the envelope it will not be counted.**

There are 3 open offices this year: Vice President, Treasurer,

and Safety Officer. John Scarce and Maynard Winchester have agreed to run for VP; Lawrence Day and Joe Kranak are up for Treasurer; and Ray Castro, Norm Craven and Mike Sievers are running for Safety Officer. All are strong candidates, and can be expected to do a great job for BEFA. Board members have some specific jobs to fulfill, but most importantly, they help to make the business and operating decisions that maintain the quality flying we enjoy at BEFA. Please make sure to express your opinions through your vote and give these volunteers the support they deserve.

You will also find a ballot measure concerning Board recommended changes to the BEFA Bylaws. The changes have been requested by Boeing Employees Recreation Council to bring our Bylaws into conformity with BEREC requirements. The changes are detailed on the ballot and discussed in the President's section of this newsletter.

Members of the election committee will count the ballots at the Renton office following the 1700 election closing. New Board members will take their seats in January.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

CREW HELP

Our BEFA Crew deserves a great deal of thanks from the general BEFA membership for all of their efforts towards maintaining our fleet, which is allowed under Part 43. This has been a long, hot Spring, Summer and Fall and they have really put out to keep our maintenance expenses down. If you can volunteer some of your time to join this great group, please contact Walt Cameron or me.

7568T TESTING MATERIAL FOR 7E7 PROGRAM

The Boeing Company has applied "patches" of experimental paint on the leading edge of BEFA's R-182, N7568T. They will be studying the accumulation of debris and bugs on it to help determine which material would be best suited for the 7E7 nacelles. Please do not disturb or touch the leading edge, or wash the plane until further notice. They will be periodically examining the leading edge of the wings and recording the results over the next several months.

When taxing up to the 5-50 paint hangar, I was suddenly surrounded by a very agitated group of Boeing Security folks. While the plane was scheduled correctly for the work in the hangar they forgot to tell Security that it was coming. The anti-terrorism security program seems to be working well.

LOOKING BEYOND THE OBVIOUS

Much has been discussed about "good judgment" and its

applications within flight operations. We're drawn to the various reports on the how's and why's of an accident or incident, and are used to the practice of tracing the problem back to the pilot's ascent from bed that morning. I'd like to up the ante a little and discuss how events six-months previous can skew a pilot's thought process, and make a few suggestions to help reduce the problem. Let's take a look at some cases, analyze the obvious, and then consider the underlying cause of the mistakes.

After crossing Sea-Tac on the Renton Arrival, Seattle Tower advises you to "watch for traffic; two targets, one at 10 o'clock 900', climbing, and another at 12 o'clock 1,600', contact Renton tower". Renton Tower is swamped and after injecting your request you are advised by the harried controller to "enter straight in right downwind 15, report entering downwind". You continue east and plan your entry on the downwind over Renton Hill substation. Renton Tower then asks you where you're going, and advises you to avoid traffic, which is rapidly converging with you, on a straight out departure from runway 15.

You missed the fact that you were to enter on the West side of the airport, so you crossed the departure centerline. The instructions were not interpreted, just heard and reacted to by doing what was most familiar and therefore comfortable. The fact that it was so busy at Renton should have tipped you off ahead of time that a centerline crossing may be inappropriate, and led you to call for clarification or confirmation. But complacency and/or "overload" took their toll.

The lack of recent flight time can cause us to lose the multiple task/division of attention skills that are so critical to flying. Nothing I know of can provide you with this edge, and no experience, be it driving, boating, rock climbing etc., can exercise this skill. Only flying can keep it fresh.

Our second situation starts with a flight out of Renton, heading southeast to the practice area. It's been a few months since your last flight last summer, and were max gross in a C-150. Upon preflight of your C-172, you calculate that about 2½ hours of fuel is on board, adequate for the 1-hour flight. On climb out you're diligently looking for traffic while answering your passenger's questions. Suddenly, you realize things on the ground look a little different than last time. A glance at the altimeter says you're climbing through 3,500' and still 1/2 mile west of Lake Youngs! Class Bravo airspace bust.

The colder air of winter, low weight difference and a more powerful plane got you up faster than you're used to. Setting your internal timing for the particular aircraft and situation was forgotten.

Our last example has us flying into Crest Airport on a 90

degree day with your buddy, (who by now is terrified of flying), in a C-150. (By the way, we're welcomed at Crest, but we should not be doing touch and goes at Crest per the residences' request and safe operational procedures). You land just a little long for your short field attempt, but no problem. You touched down at the same point a few months ago when practicing regularly with no problem. However, this time the plane seems rather sluggish in its response and you don't remember the trees getting that close! High-density altitude and weight get you this time, as the pine cones brush by the bottom of your wheels.

I've either seen the above situations almost happen on 6 month checkrides, have heard about them during "hangar flying" sessions, or witnessed them while in the pattern. These things do happen, and anyone who says they haven't, for example, at least started to set up for the wrong runway at one time before catching the mistake is probably full of it.

The immediate problems are obvious in the above cases, but let's look beyond the underlying causes that must be considered. Remember the last time you ran into an old friend or schoolmate that you hadn't seen for 10 or 15 years? They aren't the same are they? Well, neither are we, though we probably don't notice that, or at least don't want to. (My wife and I went to a Crosby, Still and Nash concert at Marymoor Park this summer and were wondering who let all the old people in). It's the same with flying. We tend to carry the last flight with us, and that becomes the image of our capabilities. If we had been flying a lot, and we were proficient before the long layoff from flying, we probably think we're still pretty good when we come back. If we had a few problems back then, we have often filtered out the bad in favor of the good recollections. This is good-old human nature, and we must, as responsible pilots, remember this and be ready to compensate for it.

It's not even a "cocky" attitude that necessarily precipitates this, but the less recognizable "casual" attitude. My favorite example follows: How many people would be hesitant to put loved ones on an airliner if they overheard the Captain talking about what a busy stressful day he/she had and close with the remark that it's been almost 6 months since their last flight? Yet, private pilots with far less time and training, in less capable aircraft will, after a long and stressful week, toss the spouse and kids in a plane they have not seen in the same near 6 months and launch for an evening dinner flight to Roche Harbor with little or no hesitation.

Enough of the problem, let's talk solutions. BEFA's policy of logging 20 takeoffs and landings with 20 hours of flight time in the previous 6 months, (to be substituted for one 6 month ride per year), is an effort to address the proficiency problem. Encouraging more time in the air is almost always as or more productive than a regular 6 month check ride interspersed with only a few hours of personal flights over that same 6

month period.

Consistent time in the air is the key. I love the great "irrational logic" quotes attributed to and made famous by the famous New York Yankee catcher, Yogi Berra. A friend of his tells a story about going with Yogi to a pizza parlor to get a medium size pizza. When the counter person asked him if he wanted the pizza cut into 6 or 12 pieces, Yogi replied, "Oh gosh, only six pieces, we could never eat twelve!" Well, unlike Yogi, we can get more by cutting up our available flight time and partitioning it into 4 or 5 hours a month over six months, instead of concentrating 25 to 30 hours of flying into one month.

You say finances restrict you? Well, there are plenty of pilots at BEFA who are more than happy to have a passenger, and an extra set of eyes ride with them. Just sitting in the plane listening and observing is a great no-pressure, no-or-low cost way to stay up with things. It frees up a lot of your attention to analyze what's going on, and I highly recommend it. Just come on down and hang around, you'll snag a flight. How about getting a right seat check out. It's a fun challenge. It counts as a BEFA 6 month ride for currency, and you can split your flight time without having to switch seats. Even though you're not hand flying half the time, you'll greatly improve your situational awareness while sitting there. The \$49 per tach hour C-150 (approximately \$42 hobbs) cost is effectively dropped to \$24 per hour. Pretty cheap flying and learning.

Another strategy for currency and proficiency is to upgrade your ratings or endorsements. Think about the Floatplane, Twin, Citabria tail dragger/aerobatics or complex aircraft. Even a short "pinch hitter" type of instrument approach session stretches you and makes you a better pilot. Learning new types of flight disciplines opens new worlds and improves our skills no matter what level you're at.

On check rides, I often encounter pilots that are nervous and avoid Class Bravo operations, or entering Boeing Field, especially from the West, or executing cross wind landings, etc... Well, riding with a seasoned pilot who does these things regularly can give you a relaxed, free or cheap method of turning seemingly complex steps into logical procedures. Some Flight Instructors and their students probably wouldn't mind having a passenger ride in back, (a la "buddy system"), for some of their operations. Then, when you're ready to get back up to speed with a CFI, you're within striking distance already.

IFR getting weak or mundane? Try some different approaches. Transitions, full procedures or simulator time can spruce things up. Challenge yourself. Money again the problem? I have a phony VOR/DME arc approach in the southeast practice area that you can use, (obviously in VFR!). You'll save the expense of going to Olympia, Hoquiam or

Ellensburg for an arc. It only takes 40 minutes block to block to shoot a couple of these “phony” approaches, (about \$49), and you’ll probably find that VOR/DME at OLM a bit easier when you get fully back in the saddle. Grab a good Safety Pilot and go. If you’re just having trouble keeping up with the plane VFR or IFR, consider stepping up to a faster complex aircraft. Sound strange? Well, it won’t work for everyone, but an hour or two – certainly not even a full checkout, - in a faster more complex plane can make the C-150 or C-172 seem like slow motion and your confidence will grow as you suddenly feel “ahead of the plane”. A couple of hours in the twin can make the Arrow or R-182 seem much easier, as a few hours in the R-182 makes the C-172 or C-150 seem much easier when you return to them.

All of the above exercises are fun, even though they may make you sweat a bit. In summary, we’re not as good as our last flight, but only as good as our next one. So there’s the long-winded way of saying nothing helps keep our skills up as much as being in the air as often as we can. I always cringe when I hear flying referred to as “recreation”. Flying is much more than “recreation”. It is a craft, and deserves the respect that a skilled craft is entitled to. A respect also due to the people who practice their skills creatively and consistently as is reasonable for their situation.

Wes McKechnie

GRIEVANCES

- 08/25/02 4801D - Seat belt left hanging out door on flight, new belt required.
- 08/26/03 7568T - Blown tire/tube on landing.
- 09/06/03 7568T - Fuel cap off, door unlocked, nav/strobes left on, landing light and carb heat left on.
- 09/10/03 7568T - Primer left in unlocked position on flight.
- 09/13/03 7568T - Taxied over dirt in “dust cover” area during construction.
- 09/13/03 7568T - Taxied aircraft wingtip into fence post.

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:

- Dan Turlington (CFI) for CFI database update.
- Doug Jacobs delivering cylinders.
- Sue “the Shredder” De Atley for address labels, billing and shredding.
- Dan Turlington (CFI), Alan Reitan, Chris McKelvey

(CFI), Ray Castro (CFI), and Tom Twiggs for repositioning the aircraft.

- Big thanks to the Bechtold family for moving oil cabinet, tiedown blocks, garbage can, etc., back to the BEFA ramp.
- Another big thanks to the Biehl family for painting the parking lot stencils on our ramp, good job.
- Kip Davis (CFI) and Liz Demco for picking up paint and delivering it.
- Maynard Winchester for filling oil bottles.
- Rob Wilson for replacing our ratty tiedowns straps.
- Bob Bumpous for fixing our leaking faucet.
- Peter Cookman for driving.

VFR and tailwinds to all of you 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.
- Helpers to assist the Crew in a regular once a month cleaning of the hangar.
- Bamboo rollup type sun shades needed for the office.
- 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.
- Construction volunteers to fix up the old upstairs Action office space into a nice BEFA pilot lounge
- Someone to build a 16" X 16" box to enclose phone wiring on the side of the BEFA office

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!

**From Your Safety Officer
Mike Sievers**

The incentive is strong for pilots to fly carefully. Although the safety record of general aviation has continued to improve almost every year since World War II, accidents still do

occur. So how does a pilot “fly right?” The data show that, by far, the most effective way to avoid accidents is to simply follow established procedures in whichever form you can find it. Comply with the regulations, use checklists, adhere to published policies, understand and follow the POH, AIM, and FAA handbooks, etc. Adhering to established procedure avoids accidents – it’s a fact. Avoiding accidents is as simple as doing it by the book. Let’s say you are approaching a non-towered airport for landing. The AIM specifies a standard procedure: “When approaching for landing, all turns must be made to the left unless a traffic pattern indicator indicates that turns should be made to the right.” The AIM of course is guidance, not the law; however, the same stipulation is contained in Part 91 of the federal aviation regulations which is the law. These were likely written to keep people from milling around randomly over non-towered airports, and maybe the result of an unfortunate occurrence. Even a casual look at the numbers will confirm that following established procedures is, by far, statistically the most effective and least expensive way to break a developing accident chain. Nearly a decade ago, Boeing sponsored a study that examined 287 major accidents over a ten-year period. Sufficient detailed information existed on most of the accidents to permit in-depth analysis. A clear sequence of events leading up to each accident was established. Investigators looked at the sequences and asked if anything could have been done to prevent the accident and, if so, how. The inquiry was not concerned with who was to blame, what was the primary cause, or who was liable. It focused on how the accidents could have been prevented. The results of the study were simple, but powerful. Although many accident prevention strategies and interventions were identified, by far the most prevalent was for pilots to follow established procedures. All of this boils down to a simple fact. If there is a checklist written for your airplane, use it. If BEFA, the POH, or the AIM has a published operational procedure/recommendation, follow it. In many cases, these procedures were established as a result of hard learned lessons. Blind obedience to directives is never a good substitute for good judgment, but before you decide to get creative and do it “your way,” think about why you really want to do it that way if it disregards published or established procedures. Then think again. Would your explanation satisfy an examiner (or investigator)? Would it satisfy your family?

Flying by the book can avoid needless, unsafe conflicts, promote confidence and safety, and sharply minimize accident potential. Statistics prove it. It will also help greatly to break an accident chain that may be quietly building during your flight. Avoiding accidents and incidents is a very big deal. Try to think of ways to do that in your flying. Many procedures exist because people have paid high prices to get them there and there is no reason to pay them again.

Classified Ads

<p><u>For Sale:</u> Garmin GPSMAP-195, all accessories, like new, \$600 obo. Call Bob Kenin 425-227-9405</p>

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

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