

✈ 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>
Gregory Dunn		RNT
J. Andrew Hutchison	III	RNT
Edward Miao	II	RNT
Jeff Pelton	I	RNT
Carson White	III	RNT
Kurt Wuthrich	II	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Barron Miller	10/11	M. Ray
Andrew Sheppard	10/26	Turlington

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Frank Marshall	10/1	Comm MEL	Thomson
Brian Behrend	10/3	CFI	Paulay
Charles Erignac	10/6	Private SEL	D. Kirby
Rob Root	10/27	Instrument	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	11/21	RNT

From Your President Howard Wolvington

Fuel Surcharge: We have seen some improvement in fuel costs in the last month. However, they have not yet stabilized and are still a bit over our budget price. Therefore, the board voted to maintain the previous fuel surcharge at the present level through November. I am expecting that if fuel costs continue to decline that we will be able to eliminate the surcharge for December.

Elections: The election committee has counted the ballots and

certified the results. The incumbent officers, Lawrence Day – Treasurer, John Searce – Vice-President, and Mike Sievers – Safety Officer have been re-elected. I offer congratulations to these members and thanks for their continued service to BEFA, as well as thanks to the other candidates who agreed to serve on the board if elected. We should also note the efforts of the nomination and election committee. Finally, the proposed Bylaws changes were approved.

Arrow Update: The ownership of our leaseback Piper Arrow, N32521, has completed the installation of a very nice S-tec System 50 autopilot in the aircraft. This autopilot will precisely track a heading bug or navigation CDI and will also hold an established altitude. During November the airplane will have the old Loran removed and a BEFA standard King KLN94 IFR GPS will be installed. The GPS will be coupled to the autopilot enabling “hands off” navigation. Be sure to see you favorite CFI to learn about the required new run-up checks and other operational procedures for the new autopilot. (They are also found in the FAA Approved Flight Manual supplement.) The ownership has also established a new usage rate of \$102 per tach hour for the aircraft, effective December 1, 2003.

Wind – The Good, The Bad, and The Ugly: I am writing this article from my hotel room in Philadelphia where I am attending the 2003 AOPA EXPO. Having flown my Comanche 250 on a true “cross country”, I thought that I could give a PIREP for at least the 5 Eastbound legs. The story is about wind. I carefully planned the trip using my flight planning software and Jeppesen charts weeks in advance. The basic plan was one day to Ankeny, Iowa (a suburb of Des Moines) to see my daughter and her family, which now includes a new grandson. The “no wind” flight plan is a flight of 9.3 hours with fuel stops in Helena MT, and Bell Fourche, SD. When I ran the plan with DUATS winds aloft the morning of departure, the new plan was down to 7.7 hours with strong winds from the West. I departed RNT in the fog with no wind, and soon found myself over the Cascades with a GOOD wind on my tail. The GPS indicated at one point that level at 9,000’ I had a 70 knot tail wind and got 220 knots over the ground. The flight was smooth, even with all of the wind, I completed the first leg to Helena in exactly 2.5 hours from engine start.

However, the surface wind at Helena was very strong, and the GPS showed 140 knots ground speed on downwind at normal approach power, and just over 40 knots on final. After landing, during taxi into the wind at normal taxi ground speed

on the runway, the airspeed indicator still said over 40 knots. Further, due to the BAD winds, a SIGMET had just been issued for an area just East of Helena (my next direction) for severe turbulence with strong up and down drafts over the ridges. Surface winds at my destination and alternate were gusting to over 30, so I took the Caddy courtesy car, had some lunch and a nap, and waited several hours for things to quiet down. The forecast then said that when the winds were back to normal levels there was to be icing at the MEA for my route. After the surface winds died back some at HLN, and before the overcast came in, I elected to takeoff and fly further over the bad stuff to a new fuel stop in Pierre SD, where the winds were predicted to be less than 20 knots at landing.

There was no severe turbulence along the route, and very little moderate except when I was flying through various cells. However, it became dark, and I logged about 1.5 hours of bumpy night IMC – not much fun even with a capable autopilot. When I got to Pierre to land on runway 25 in visual conditions, I found the AWOS reporting winds from 270 at 22 gusting 38 knots! I got out the E6B and found that this implied a crosswind of 8-13 knots. I flew the GPS approach since I was concerned about vertical clearance at night over unfamiliar terrain, and came in on final with about a 30° right crab into the wind as the winds from the North on the approach were even stronger than those on the ground. On short final, I shifted to the “wing low” method that I teach, and found that FULL rudder and lots of aileron would (more or less) align the aircraft with the runway. The landing can only be described as UGLY, but it did not break anything or even scuff a tire. I got a motel and stayed the night. I did have to have the main struts inflated the next morning, as the “firmness” of the arrival knocked all of the nitrogen past the seals.

When I departed that morning for Ankeny, the winds were supposed to be less than 20 knots at arrival. However, when I got there the AWOS reported winds from 290 at 21 gusting 32. Unfortunately, the only runways are 22 and 36, a 70° crosswind in either case. Thus, for all practical purposes all of the wind was to be a crosswind. With the benefit of daylight, this landing was not firm like the night before, but I would give it UGLY for runway side drift. I was reluctant to apply any more “wing down” for fear of dragging my tip tanks on the runway. Nevertheless, there was no damage to the tires or struts.

The final two legs to Philadelphia were mostly more strong tail winds giving smooth flight in the clear on top of overcast with icing reported below. I started at 7,000' and ended up at 13,000' on oxygen (outside temp -7°C) to stay in the clear above the clouds. In central Pennsylvania, I got past the expected front and was able to descend without icing into broken clouds with tops around 7,000'. The WX was poor in Philadelphia due to rain and mist and after getting to the area

more than 30 minutes before my IFR landing slot reservation, I got put in a hold for almost 1 hour waiting for ATC to clear other instrument traffic. In the end, I had covered 2,272 nm in 13 hours (discounting the hold), for an average ground speed of 175 knots. That is not bad when it includes taxi, runup, waiting for IFR takeoff clearances, climb, etc. I will give you the trip report on my return legs next month. If the winds are still strong, I expect it to be a short report about a long trip...

BEFA Election Report

By Bill Shepherd

The count is complete and certified by the election committee. The incumbents (Vice President John Scearce, Treasurer Lawrence Day, and Safety Office Mike Sievers) have all been reelected, and the Bylaws change was approved.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

AIR TRAFFIC CONTROL DISPUTE PROCEDURES

Occasionally events occur that cause Air Traffic Controllers, be it TRACON, Tower or Center, to do things that from a pilot's perspective may seem in a range from questionable to unsafe. They may also delay a response to pilot communication, or tell us something we don't understand or use a technique that we question. The same can be said of pilots from a controller's perspective. Occasionally we can misinterpret instructions or not clarify what the controller's intent is or even fly nonstandard procedures. Being human, they also may miss a call from a pilot, just as we do with a controller communication. Usually there is little room available on frequency for a discussion or debate or injecting a sharp comment, and talk needs to be kept within the context of clarification. Both sides should obviously refrain from this for professional and safety sake as it jams up communication, is rude and just creates more stress. After landing, a simple call to TRACON, Center or Tower and discussing the occurrence helps both parties resolve the matter in an amicable non-threatening manner and everyone learns a little more, or remembers something they have forgotten. This is OK and the way to do it. Controllers can be unaware of the workload of pilots at certain critical times, as pilots can be unaware of how busy the controller is. Lots goes on behind the scenes that both parties don't see and just because the controller sounds “kicked back” over the air certainly does not mean he or she is not busy. Good controllers are aware that hyping up their “on the air voice” can transfer anxiety to pilots in their area of control and they usually strive to keep everyone relaxed.

However, on rare occasions a personality conflict begins to develop that potentially makes a containable situation

something less than that. This is not good for either the pilot or the controller and needs to be resolved in a slightly more formal or orderly fashion. I'd like to outline this process when events expand beyond the simple discussion on the phone. There are two resources to remember, focals and tools, that are in place to resolve conflicts before they escalate. Regarding focals, if you can't seem to resolve the issue or get a good answer one on one with a phone call and the feelings are still strong enough afterwards to "not let go", use us managers to help you. Do not circumvent them unless you really have to no matter how noble the intention. Ignoring this can take a situation that was containable and easily resolved and turn it into a potentially miserable situation for all parties. This can result in a couple of things, it blind sides not only the people who could resolve the issue when it's "sandbagged" from them, but may put you and what was a simple resolution if handled differently into system that goes well outside of what your original intention was. The other is shifting the problem from technical solutions into a personal one when it was not necessary for the specific problem, and many times without either party even being aware they've done that.

Now as for the tools, one is the radio tape and the other is accurate notes and prompt follow up. Tapes of Pilot/ATC communications are kept for 15 days. A call to the controlling facility asking for the tape to be marked and preserved can provide the record of exactly what happened, or at least where communication can be improved by either or both parties involved. (Use this only when really necessary and serious, however not, for instance, as a constant training tool). Sometimes what one party thought was said or not said becomes quite different when the tape is played back. I've listened to more than one ATC tape and it's always interesting to see how well meaning people on both sides of the fence thought they heard something different or confused the sequence of events that transpired. I sometimes use a voice-activated tape recorder on board the plane when doing Instrument Flight Instruction for review by the student after the lesson. When for example, a clearance was missed or misunderstood, or instructions were confused it's always an eye opener to play the tape back and see what exactly happened, for me sometimes too! The main key point I want to express here is not to let a specific ongoing controller/pilot difference go on for months or in some cases even years. Contact myself, the Safety Officer and/or the ATC Controlling Manager with specific examples with times and dates, preferably within 15 days so the tape can be reviewed. Then proceed with a good attitude in an orderly fashion. Even if parties choose to pull tapes, 95% of the time it starts and ends with a simple informal "let's learn from this" discussion that everyone leaves feeling good from rather than jeopardizing carriers and reputations. A teamwork attitude between Pilot and Controllers, as with most things, is far more conducive to successful operations than the alternative. Think of working with controllers as an extension of the Crew Resource Management technique that professional pilots learn

and use. Done properly it makes the flight environment far more enjoyable and safe.

OPERATIONAL REMINDERS

- As we move into the winter months, review cold weather operating procedures.
- Please make sure you tie down the aircraft tight and chock the tires and secure the pitot cover well. The winds are picking up and more than once I've had to tighten very loose straps and pick up pitot cover that were hastily put on. If an improper job of securing the plane leads to damage, the membership will expect the person responsible to deal with the consequences.
- Lately there has evidently been some confusion that can lead to serious ramifications. That of where the BEFA Squawk Sheets go. REMEMBER, THE YELLOW GOES IN THE TAC BOOK SIGNIFYING AN OPEN OR PARTIALLY OPEN SQUAWK, AND THE WHITE SHEET ONLY GOES IN THE BLACK BASKET FOR MAINTENANCE TO PICK UP. Lately we've been finding both sheets in the basket, which means the next pilot will be unaware of the squawk.
- Please avoid using BEFA Staff as your aide for your personal business. This last summer/fall resulted in quite a bit of Staff interface for member personal business that was completely unrelated to BEFA or even flying. Staff cannot be held responsible for personal tasks. That's not to say that we don't mind helping you on an occasional basis if really needed and will continue to do so, we like to help if we have the time. But some expectations of the regularity and frequency of help is not realistic given our present staffing.

Thank You.

Wes McKechnie

Boeing Company engineers gathering data from the 7E7 test material on 7568T's leading edge.





More Test Strip Evaluations

GRIEVANCES

- 10/15/03 7568T All lights left on.
- 10/18/03 733XW Tow bar left on airplane after flight.
- 10/25/03 733XW Gust lock not installed in plane.
- 10/31/03 704ML Run up by dust cover infield blew rocks and debris onto taxi way.

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:

- Chuck Malmsten, Brad Shrott, Rob Koehne (CFI), and Glen Dalby for helping Staff stuff and collate invoices.
- Maynard Winchester for filling oil bottles and continuing his servicing of our vending nut machines.
- Dan Turlington (CFI) for gardening and mowing RNT’s property.
- Eric Tomlinson for disposing all of our 8 ft. lights to the recycler.
- Chris Miskell (CFI) and Frank Marshall (CFI) for repositioning planes.
- Doug Jacobs for being the point man at PAE for so many items, you folks at PAE owe him a beer at the Jet Deck.
- Matt Ray (CFI) for washing 7568T’s greasy belly.
- Matt Shaw for 747 picture donation.
- Glen Dalby for arranging sheepskin seat cover donations.
- Bob Bumpous for attending City meeting.
- Dan Turlington (CFI) for cleaning deck of duck poop.

- Jim Gannett and Dan Tracy for repositioning planes for maintenance
- Frank Marshall for taking the BEFA Board Meeting Minutes while Matt Malkin was away.

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 properly wash several sheepskin covers
- 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**

We are all told to read-back runway instructions when calling up the tower for take-off clearance. This requirement is the result of accidents in the past where airplanes landing hit airplanes in position for take-off. Confusion or not paying attention to clearance instructions was to blame, and the corrective action was for pilots to read-back all hold short instructions. But reading back the instructions, whether for holding short or for in-the-air ATC directions are not the only responsibilities of the pilot in command. Understanding the instructions given is just as important, and failure to do so, can have the same tragic consequences. The following is an example of complying with the read-back instructions and still not completing the responsibility process.

In 2002, auto-suggestion is thought to have played a part in a

near-disastrous Airbus 340 take-off from a taxiway in Anchorage, Alaska. According to the NTSB report on the incident, there were 237 passengers and 15 crew on board when, on a clear moonless night, the airplane struggled to get airborne. Although the factual incident report does not offer a probable cause, the crew's attention seems to have been distracted by ATC giving take-off clearance as the airplane was approaching a junction between taxiways. The crew was preparing the turn right onto a taxiway and, had they followed ATC instructions – which they acknowledged correctly – they would have turned right again on the runway. But after take-off clearance, they took the first right as being the entrance to the runway and, despite the fact that the taxiway was lit as a taxiway with green centerline lights and blue edge lights, they began their take-off run. When the tower controller realized what the airplane was doing, he decided it was too late to warn the crew, so he alerted the emergency services because of the restricted length of the take-off run – 6,800 feet and 70 feet wide. Once the crew called airborne the controller told them a heading to fly and then he contacted airport operations to look for evidence of damage to the taxiway. There was none, however, wheel marks were found in the snow berm at the taxiway end. The airplane continued on to its destination where the two pilots and a check pilot were suspended from duty. Since any conversations on the flight data recorder were overwritten on the long flight, exact transcripts were not available.

The above account shows three pilots all hearing the right thing, responding with the right words, but not comprehending and understanding the words spoken to them. We all must be vigilant to make sure what goes in our ears also goes into our head so that we don't make our own tracks in the snow.

Classified Ads

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

<p>For the Web Heads</p>

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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