

✈ 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>
Alex Jobe		RNT
Bogdan Kraskiewicz		RNT
Robert Pierce		RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jeff Pelton	11/13	R. Koehne

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Matt Gianni	11/4	Commercial	Miskell/Kirby
Chris Miskell	11/6	ATP	K. O'Donnell
Will Allen	11/24	CFI	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	12/19	RNT

From Your President Howard Wolvington

Fuel Surcharge: Fuel costs have finally stabilized back at the levels in our rate model. Therefore, the BEFA board has voted to remove the current fuel surcharge effective December 1, 2003.

Aircraft Hourly Rate Changes: The owners of two of our leaseback aircraft have re-evaluated their expenses and determined that a rate change is required. Effective January 1, 2004, the new rate for the Arrow, N32521, will be \$97 per tach hour. The new rate for the Duchess, N2008E, will be \$149 per Hobbs hour. The BEFA board is looking at the operating costs of our directly owned aircraft in the fleet. The board will make decisions on rate changes on these aircraft, if required, when the operating cost analysis and our financial plan for 2004 is complete.

BEFA Insurance Value: In reading the October 2003 issue of *AOPA Pilot*, I ran across an advertisement for “non-owner insurance” and noted what superior insurance coverage we have at BEFA at significantly lower cost than that available elsewhere. Let’s look at the insurance implications of renting

at a FBO -- Fixed Base Operator, versus being a part owner of aircraft in our fleet at BEFA.

If a pilot were to rent an aircraft from the typical FBO, the aircraft being rented would most likely be covered by insurance. However, that insurance typically covers the FBO – not the pilot! If the aircraft is damaged in an accident, the insurance company will pay to have it repaired or replaced, and will pay any liability that might be assigned to the FBO for damage to other property or injuries to other people. However, the insurance company may then have the right to recover its costs from the pilot (possibly including the loss of use by the FBO), especially if it can be proved that some fault can be attributed to the pilot.

The prudent pilot who rents aircraft in this environment will acquire his or her own personal non-owner insurance to protect from this potential exposure. Pages 19-20 of the October *AOPA Pilot* document the limits and costs of such coverage as provided by Avemco. Let say that you wanted coverage from loss from renting a \$75,000 C172. Avemco will write for the pilot its “Aviator Platinum PLUS” policy with \$1,000,000 in liability protection, limited to \$100,000 Bodily Injury per person, \$1,000,000 Property Damage, and \$1,000,000 each accident. The policy is not available for multiengine aircraft, or seaplanes. For \$75,000 of Aircraft Damage Liability to cover the replacement value of the typical C172 that the pilot might rent or borrow, the annual cost is \$1,065, or \$88.75 per month.

By comparison at BEFA, we have owner’s insurance. The BEFA member is covered to \$2,000,000 for liability and property damage, with no sublimits for individual Bodily Injury or Property Damage. Further, BEFA members are covered for the value of any aircraft in our fleet (including our multiengine Duchess and the seaplane), and some of our hull values are in excess of \$140,000. The annual cost to each BEFA member is \$540, or just \$45 per month.

In summary, the BEFA member has better than twice the protection from our “owner’s insurance” at less than ½ the cost of typical FBO “non-owner insurance”. BEFA continues to be an outstanding value in this regard.

Return from AOPA EXPO: Last month I wrote of my trip East to the 2003 AOPA EXPO. This month I can describe my return westbound trip. The EXPO was excellent with a number of interesting seminars on GPS WAAS, safety issues, FAA enforcement policy and procedures, and new products. The authentic “Philly cheesesteak” sandwich however, was disappointing.

As I prepared to depart Philadelphia for my son’s house in Shelbyville TN, I picked up the ATIS and found the WX was VFR, but only 4 miles visibility due to mist, with a

comfortable 15°C temperature, and close dewpoint of 14°C. KPNE clearance delivery cleared me “as filed” (North of the Washington ADIZ and South of Camp David), and ground directed me to taxi to the runway, but at the runway hold short line, tower sent me back to ground for an amendment to my IFR clearance. After some delay, they had a new clearance that changed one route segment just north of Washington. After finding the referenced waypoint and airways on the chart and updating the GPS flight plan, I was on my way.

I had a nice flight in VMC at 6,000', with light winds, and after a fuel stop on the top of a mountain in Logan WV, I passed over London KY where the President had visited the day before. Had I wanted to travel a day earlier, I would have needed a different route to avoid the TFR that had surrounded the airport. I asked the area controller if she had been working the previous day and what aircraft had been used to land on a relatively small runway, and she indicated that she was proud to have cleared Air Force One, a 757 that day, for the landing. 5 hours after leaving KPNE, I landed in Shelbyville TN to a warm 81°F.

My original planned route the next day was to Denver via KSLG, Siloam Springs AR (northwest corner of the state), and Manhattan KS for fuel stops. However, a big cold front had dropped into northern Kansas, and the route through Manhattan did not look good due to high tops, icing, and thunderstorm activity. Before departure, I re-planned a route following KSLG through KDDC, Dodge City KS south of the original route. The weather to KSLG was VFR until the last 10 minutes, and I descended through a few broken clouds to a visual approach. When I did a weather check at KSLG for the next leg, things did not look ideal on the new plan either. The TAF for Dodge City was still 5SM BR OVC010 at ETA, but the current METAR was ½SM FG VV001 03/03. It is never a good thing when the current weather is worse than the current forecast. The TAF for my final destination, KAPA, Denver Centennial was 5SM BR SCT008 BKN012, an easy ILS approach. I put lots of fuel in the aircraft and departed. The broken clouds over KSLG had turned to overcast while I was on the ground, and I climbed to 10,000' through them to get to VMC for a nice smooth cruise above the clouds.

About a half-hour before Dodge City, I checked with Flight Watch and found that both Dodge City and my alternate Garden City KS were still ¼SM FG VV001. KAPA was 2½SM BR BKN004 with tops reported at 9,000'. I searched for somewhere within range where I was sure that I could land and found KPUB Pueblo CO, about 100nm south of KAPA was almost VFR. I had plenty of fuel to go to KAPA, shoot an approach, proceed to KPUB if necessary and still have 1.5 hours of fuel, so enroute I elected to skip Dodge City and Garden City and changed my destination to KAPA with KPUB as the new alternate. When I got within ATIS range of KAPA, I found ¾SM BR OVC003 03/02! The minimums for the ILS 35R are ½SM and 200', so an approach and landing was possible. When I descended into the cumulous clouds just east of Denver I was in moderate turbulence, but this smoothed out as I turned to the ILS final approach course on radar vectors. The descent through the subsequent stratus and

fog layers was smooth and I found the approach lights about 20' above decision height. I was unable to see the runway itself until about 100' lower, and then landed without incident.

The next day at Denver was clear and I had a nice visit with my parents. However, the fog was back the next morning for my planned 8am departure with temperatures around 1°C and PIREPS of moderate mixed icing as the jets climbed out of the Denver area. I went back to bed! Around noon, the ceiling improved some, and I could see the outline of the sun through the thin clouds. The PIREPS of icing had subsided, so I filed my flight plan and headed for the airport. I had originally planned a trip back through Ft Bridger WY and Boise ID, but there looked like problems with icing at the required 14,000' cruise altitude. Colorado and Wyoming were reporting clear just 125 nm to the North of Denver, and the MEA for that route of flight is 12,000' so I decided to go north via Sheridan WY and Helena MT for the return. The departure from KAPA at about 2:30 MST was uneventful, and I was soon was on top in cold air with no problems with icing.

The winds aloft at my cruise altitudes of 11,000' to 12,000' were fairly light (generally less than 25 kts headwind), and I was able to skip the fuel stop at Sheridan to save some time. When I landed at Helena after a 5.3-hour flight, it was well past sunset and the temperature aloft, and on the ground, was a chilly 13°C (9°F). It was not much fun using the self-service fuel at that temperature. After a trip to town in the Caddy courtesy car for some hot chili, I was off in VFR conditions back to RNT, and landed about 11pm PST. There were stars, an almost full moon, and some meteorites, so it was a very nice absolutely smooth night flight. It took 1.1 hours additional time to fly this last leg compared with the same leg eastbound 9 days before.

The final trip statistics: 35.3 total hours (versus an original “no wind” plan of 33.5 hours) over 6 flying days to cover 4,897nm, 8.2 hours night, 2.2 hours IMC, 3 instrument approaches. I used 442 gallons of fuel at a total cost of \$1,083, for an average rate of 12.5 gph and fuel cost of \$30.67 per hour.

BEFA Crab Feed and Membership Meeting

By John Scarce, BEFA Vice President

The next annual BEFA crab feed is scheduled for Saturday, February 28, 2003 at 5 PM in the Renton hangar. The date was selected to avoid a conflict with the 2004 Northwest Aviation Conference and Trade Show. Please sign up at the Renton office or notify the BEFA Office staff if you will attend, and to say how many guests you expect to bring.

This event is both a social gathering and an official BEFA membership meeting. The goal is to provide you and your family with a meal of succulent shellfish, salad and some optional servings of chicken, then present the annual awards, allow the BEFA Board members a few minutes to update you on club business and generally encourage the club members and their families to get reacquainted.

As always, we need volunteer help for preparation and setup.

We are looking for volunteers to assist with the following tasks. Contact John Scarce at 425-957-5158 if you can lend a (needed) helping hand with the following Crab Feed Tasks:

- Acquire and deliver chairs (120), tables (15) and sound system
- Food contributions - chicken, green salad, pasta salad, dinner rolls, desserts, beverages
- Odds & ends - utensils, plates, napkins, tablecloths
- Provide childcare, plus games and toys for the kids to play with
- Assemble crew to clean the hangar floor on or before Sunday, February 15
- Move planes and tidy up hangar early on February 28
- Set up tables and chairs on February 28
- Wipe down, fold and stack tables after the event

We are shopping the price of crab, but if you have a connection to access fresh Dungeness at a good price, please call John Scarce. I saw a report that the sport crab fishery closed as early as October 15 this year due to early depletion, so the crab may be expensive or hard to find. <http://www.outdoorcentral.com/mc/pr/03/10/09e3.asp>. Please assist if able.

The price of the feed this year will again be \$15 per adult, by cash, check or BEFA club billing. Children twelve years old and younger are free! To help us plan for attendance, please fill out a registration form, available on request from the BEFA office. Turn the form in to the front desk at BEFA and we'll count you in for the 2004 Crab Feed bash. MARK YOUR CALENDARS!

Volunteer Opportunities: BEFA to Host Booth at 2004 Northwest Aviation Conference

By John Scarce, BEFA Vice President

The Boeing Employees Flying Association will host a booth at the upcoming "21st Northwest Aviation Conference & Trade Show" on February 21 & 22, 2004, at the Western Washington Fairgrounds in Puyallup. The booth space costs money, but attendees get in free. This conference is a great place to meet pilots and flight instructors from all over the Northwest, often including several from BEFA. It is also a BEFA marketing opportunity, so we are looking for BEFA member volunteers to staff the booth for any part of the two-day conference. The work is fun and easy, only requires your time to hand out literature and talk about your flying interests, so please help out if you can. A sign-up sheet will be available in the BEFA office, or you can call the BEFA staff to sign up, or even call me directly at 425-957-5158.

For more information about the conference, please see their web site:

<http://www.washington-aviation.org/NAC&TS.html>

Float Plane News

By Karen Stemwell

On November 6th and 8th the floatplane pilots met with Mike Cummings from Kenmore Air Harbor. Mike has flown the BC Coast and Alaska for nearly 25 years and is an AI. Kenmore keeps him busy in both arenas. Mike was asked to talk about corrosion, an on going issue with N736NN. This past summer 736NN's floats were sent to Sea Flight in Canada for a rebuild due beaching damage and corrosion. Mike's presentation was extremely informative, defining what corrosion is and how to best prevent it. When two dissimilar metals are combined with oxygen and sodium, a chemical reaction occurs causing damage. Our entire fleet is susceptible because of the marine environment we live in. There are two ways to prevent it. (1) You could eliminate the equation causing corrosion by not using dissimilar metals or exposing them to sodium. This is not practical, so we can only hope to minimize it by (2) diluting the sodium to slow the process down. In the case of N736NN, this means it is extremely important to wash (with "Zep", a neutralizing soap) and rinse the aircraft well, emphasizing areas that are exposed directly to the salt water. The elevator, rudder, aft sections of the fuselage, floats and wing flap areas are all commonly exposed to the salt water during normal operations. Mike showed the group areas, not only to emphasize the exterior but how to rinse the inside of the elevators, rudder and fuselage and where to observe the water drains to ensure they are functioning properly. Finally use LPS-2 on all pulleys and hinges. This is great information for our entire fleet. Mike did an excellent job and we greatly appreciated time with us. Thanks Mike!

In the previous paragraph I underlined the initial reason we discovered the corrosion and I wanted to briefly address it here. Early in the summer there was some unaccounted for significant damage that likely occurred while someone powered up on to a rocky beach. All of the Check pilots will be talking about proper procedures for beaching during your six-month floatplane check rides. A quick review of beaching procedures prior to your check ride is recommended. During all beaching operations the area should be assessed to determine if appropriate. This is accomplished by making several passes offshore, looking above and below the waterline if possible. Once a decision has been made determining the area is acceptable, then a slow approach at a forty-five degree angle and cutting the power so the drift toward the beach has no forward motion by the time the float arrives to the shore. The pilot then steps off and maneuvers the aircraft to secure it appropriately without any noticeable impact.

A couple of other subjects addressed regarding fueling. Prior to our 5" rainstorm, the fueler failed to replace the cap properly. The pilot did not notice during the preflight and the cap remained unsealed allowing over a gallon of water to leak in to the system. After the rain storm the next pilot to fly did not note any water in the samples during the preflight. About an hour into the flight on final over Lake Sammamish the

engine failed resulting in an uneventful nice engine out landing. Nice Job! The pilots then were able to sump many clear testers full of water out of the right wing and the lower drain sump. Ace then drained the right tank and replaced the cap just to ensure that was not an issue. Water continued to be noted for several more weeks coming out of the header tank, the source of the lower drain. Kurt from Ace explains once water gets in it can stay in the system for a long time unless you work at getting it out. After a few trips of unusual attitudes followed by testers of clear water and eventually none, I think it may be out. All this to say, the aircraft sitting on floats on the land tilted slightly forward does not allow the water to settle at the quick drains. So you may get a clean sample and then an unwelcome surprise later in the flight. The solution is to check the fuel again on the ramp before sliding it into the water.

On the subject of fueling, we are also requesting the N736NN be fueled in the presence of the pilot. This is not an easy solo task for anyone and we have seen corresponding damage we would like to prevent in the future. When the fueler climbs up on to the strut, you hand up the hose so that it is not necessary to lay it on the strut. This is where we have seen the damage from the metal nozzle. Please assist as the fueler climbs down by grabbing the nozzle. Some of the fuelers are new and may need directional assistance.

Finally, as a result of the recent local accidents and our own event we thought it would be valuable to view the Canadian egress training film provided by Bob Moore. It provided us with good information and generated some interest in attending the egress training class in Victoria, B. C. I am still working on the details. It may involve a one-night class at BEFA followed by groups of 10 traveling to Victoria for the egress trainer event. This class has great value for all pilots and is open to anyone including non-pilots. The sign-up sheets are on the counter at BEFA. You will also see interest sign ups for Beaver training formerly known as Beaver fever and also Super Cub training opportunities. Thanks to all who participated!

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

CARE AND FEEDING OF OUR FLEET: In general we do a pretty good job compared to other operations keeping the planes clean. I realize that for the most part I'm "preaching to the choir" on this issue, but once again I have complaints and a formal grievance from frustrated members of finding dirty oily rags and debris in the back of our airplanes. This does take a toll on expensive interiors and shows disrespect for our property, which is owned by all of us. Your fellow BEFA members and leaseback owners have spent many, many thousands of dollars to make this a first class fleet. Please avoid being lazy. This type of attitude can also eventually bleed over to your flying habits or preflight routine and have safety consequences. Draw the line here. Please take all oily rags and put them in the garbage can, not the back pocket or floor of the airplane. Even though every fiber of your being

says, "Oh, I don't want to walk back to the can through that large puddle and put this in the can, I'll do it when I come back from flying", ignore the lazy tendency and walk over and deposit it in the can then and there. If you absolutely don't want to walk back and put the rags in the garbage can, then please put them in your flight bag or head set case instead of the seat pockets or floor. But you say that will get your stuff dirty.....?

ANNUAL BEFA HOLIDAY OPEN HOUSE/POTLUCK FRIDAY, DECEMBER 19TH: The annual BEFA potluck and open house for members and friends is going to be a little earlier this year, so as not to conflict with your other personal events. On Friday, December 19th from 1200 to 1800 we'll have a table, drinks and eating tools in the Renton office lobby for members to drop off and enjoy each others' favorite dishes. This is a casual drop-in event that gives us a chance to socialize and talk a little flying before the final holiday rush of family and office parties. Please feel free to bring your fellow office mates, it's a good chance for them to check us out and maybe join the rest of us flying here at BEFA. We hope to see you all.

CLASSIC PATINA'D LEATHER FLIGHT BINDERS FOR SALE: Don't want to look like you just stepped out of IFR flight school? Does that stiff vinyl or plastic approach plate/airport binder look cheesy or is falling apart? Want to look like a seasoned IFR pilot who has stared steel-eyed down a thousand ILS's to minimums? Then we have a deal for you! Genuine Jepp top grain leather cowhide already patina'd like a good leather flight jacket, (OK, ya they're slightly used). 2-inch approach plate/airport binders are for sale. Regularly sell for \$92 new and weenie like, but can be purchased from BEFA for only \$49.00 soft and almost broke-in! Look like John Wayne in "The High and the Mighty" or Jimmy Stewart in "Strategic Air Command". (Talk to your grandparents if you don't recognize those movies). First come first serve starting December 10th, at the Renton Office. A unique Xmas gift!!! They really do look good. All proceeds will help with the construction of the new upstairs BEFA member lounge.

XMAS GIFT IDEAS TO "SUGGEST" TO YOUR FAMILY/FRIENDS: In addition to those fine leather binders that you could hint as a gift for you, remember suggesting a BEFA Gift Certificate for flight time. These are pretty popular not only for Birthday gifts, but Christmas as well. Just let you wife, kids, friends or "significant other" know that they can call the office or stop by with a check and the Staff will make out a Gift Certificate for aircraft flight time to include in your Christmas card. Please remind them to put a note in with it and mark on check who and what it's for. We're getting a few checks showing up from people not in our accounting system with no explanation leading to confusion. When we call them back it turns out it's for a gift certificate for a member's flight time.

ME-262 PROJECT TOUR: Please contact the BEFA office and leave your name if there is any interest in a BEFA tour of the ME-262 facility that is actually building 5 of these famous aircraft. They will be brand new airworthy aircraft. The 262 was a sleek twin engine jet fighter used by the German Air

Force in WWII, the only jet to see combat during that war. One is complete and has flown once and is still being tested, the others are in various stages of construction. We hope to couple the -262 tour with a "crawl through" of a B-52, but at the time of this article we are still exploring the feasibility of this. At any rate, we need to get an idea of how many people would actually be interested in participating in order to get the ball rolling and have them explore logistics, so please call (425) 237-2332 and have your name put on the "Tour" list. It does not commit you to going. We are looking at some Saturday in late January or February for a time frame, and there will be a yet to be determined "donation" per participant that hopefully won't be too much.

FACILITY PAINTING THIS SPRING/SUMMER: One of the major objectives for 2004 is to start a facility preventative maintenance project, specifically painting the exterior of the Renton complex this summer. We have several months to go, but we're exploring our options early to set the stage. Take a look at the following and see if you can help:

- We've painted (actually a solid stain) the wood sided office portion of the complex and breezeway with BEFA member help easily enough in the past, and are comfortable we can use that approach again. The last time it took less than a day with about 6 willing members and a sprayer. Anyone who would like to be the "straw-boss" on this project, or can volunteer some time as a painter please see me.
- We have a much more challenging job with our all metal hangar building which is sorely in need of a paint job. Anyone who can provide leads on painters with large metal building experience, please have them contact me for bids, or if you have large metal building professional painting experience and can assist us, again let me know

BEFA LOUNGE PROJECT: The other facility project is our upstairs member lounge project. We are soliciting material donations for this. Items of need are:

- 2 - 3 X 6 sliding windows with screens
- 20 sheets of 4 X 8 X ½ inch drywall
- Joint compound, tape wallboard sealer.
- 25 - 2 X 4 studs
- 3 full packages of R-15 insulating batting (7 batts per pkg.)

With volunteer labor and donated material we should be able to accomplish this with minimal expense. Please check your garage and shop to see if you can spare any of these items.

TOYS FOR TOTS BARREL AT RENTON BEFA OFFICE:

The annual U.S. Marines Corp & Washington Pilot Association Toys for Tots barrel is at the Renton BEFA office. We always have a great response from BEFA for this program and hope it continues this year. Please bring unwrapped new toys prior to the December 19th pickup.

GRIEVANCES

- 11/22/03 32521 TWO OIL RAGS FOUND IN THE BACK POCKET OF THE PLANE.
- 11/23/03 4801D GUST LOCK NOT INSTALLED.

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:

- Bob Luby for filling up the oil bottles.
- Erik Chapman for repositioning the planes.
- Kip Davis (CFI) repositioning the plane.
- Matt Ray (CFI) and Joe Ray for washing planes.
- Jim Gannett for repositioning planes.
- Rob Koehne (CFI) for trying to repair heater.
- Bob Moore for waxing 735LH.
- Bob Young for releasing his plane schedule for another pilot.

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 sunshades 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
- Need someone to bust apart some old pallets and put in BEFA's dumpster

If you can head up or help on any of the above projects please let Wes know. Your efforts are greatly appreciated!

From Your Safety Officer

Mike Sievers

The pulse of safe aviating is the repetitive process of doing it the same way every time, just the way you were supposed to be trained. If you were to read through all of the procedures, techniques, and checklists of a virtual paper flight from A to B, and flew everything perfectly as written, you would realize that you achieved a perfect flight because it was done by the book. Actually executing an absolutely perfect flight may not be possible, but it is a worthy goal just the same. Aviation is a lifelong skill-building pursuit and maybe it is just as well that we never quite arrive at that destination of perfection in aviation. Perfection leads to complacency, and complacency leads to a compromise of safety. Doing it the same way every flight is about avoiding complacency by way of avoiding assumptions. One of the hard lessons learned early in professional aviation is to never assume anything. Never assume that the weather is going to stay the same as when you were briefed an hour ago. The more weather at your fingertips, the better. Take the synoptic approach to weather by blending all of the information for various sources into a cohesive whole. Let the picture build a story from the start of your flight to its completion. Be ready for changes in the weather that may change the story and lead to a new ending in your flight. Be flexible, and make sure your airplane has the necessary fuel to allow for this flexibility. This usually means carrying a little more than that planned in your preflight calculations, if the capacity if there. If your preflight planning shows that adding a little extra fuel for weather would require taking off at a higher-than-maximum gross takeoff weight, then perhaps you are compromising safety by attempting to fly non-stop to a destination that should have a mid-point. In today's complex air traffic control environment with class B and C airspace requirements, not to mention the TFRs spread about, 30 minutes of fuel does not get you very far. It would be better to land with 1-hour of fuel on a day-VFR flight plan, even if it means making an intermediate fuel stop short of the final destination. This type of safety-oriented thinking will take you far in aviation. The airplane preflight is another task that you should ensure is accomplished that same way each and every time you fly. Since time constraints can compromise aviation safety, give yourself plenty of time to do a thorough preflight at a relaxed pace. A rushed job here often leads to unwanted consequences down the line. Force yourself to move slowly, using a checklist and being careful. Concentrate on the little things as well as the big pieces of the airplane. It is the little pieces that go missing, or are missed on the preflight checklist, that cause trouble. Adopting this above approaches and incorporating them into your flying habits will lead to an enjoyable and consistent way of piloting every flight in sync with the pulse of aviation safety.

Classified Ads

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

Officers and Staff

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Everett		
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