

✈ 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>
Mark Kuiper	II	RNT
Nathaniel Rowe		PAE

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jeff Wirrick	9/24/03	P. Kennedy
Bill Herzog	12/15	N. Craven

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Ed Navarro	12/9	Private SEL	Sievers
Howard Wolvington	12/11	ATP	Kirby
Allan Reitan	12/23	Private	Turlington

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	1/16	RNT
• <u>NW Aviation Conference</u> , Feb 21-22, Puyallup Fairgrnds			
• <u>BEFA Crab Feed</u>	5:00p	2/28	RNT

From Your President

By Howard Wolvington

Fuel Surcharge: Fuel costs continue to remain stable. As the world oil supply seems OK, and there do not appear to be any particular pressures on aviation fuel costs, I am not expecting any large increase in the near future. Thus, this will not be a topic of future newsletters unless we have a cost problem again due to some surprise.

Leaseback Opportunities: Our association owns most of our BEFA aircraft. However, a few aircraft are owned by Associates who have brought them to us as investments. This gives the owners the benefits of BEFA membership, and (hopefully) provides a financial return. A 1/2 share of the Piper Arrow N32521 is currently available, as the owner is in the process of purchase of another aircraft. A full share in our C172 N54502 is also available. These present the

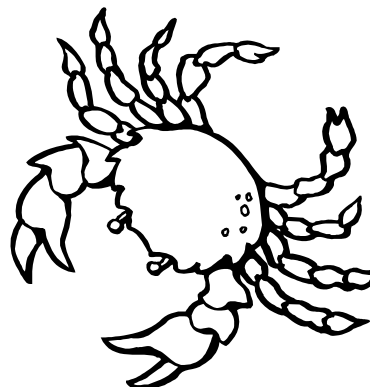
opportunity for one or more BEFA members to invest in an aircraft. Someone outside BEFA that a member knows could also get this investment and enjoy the benefits of BEFA membership. There are some pilots who would love to belong to BEFA, but do not qualify under our membership rules. However, leaseback of an aircraft to BEFA would qualify them for Associate BEFA membership. If you are interested in an aircraft investment, or know someone who might be interested, please contact Wes or me for the details.

Fleet Changes: The BEFA fleet changes over time to meet the needs of our membership. At the moment, it appears that overall demand for C150 aircraft is down, and that we may have one more C150 in the fleet than is required. Thus, the board has authorized advertisement for sale of one of our C150 aircraft. When it is sold, we may invest in another complex aircraft, in that the schedule load on the Arrow and the C182RG has been very heavy this past year. The Citabria has been a very popular "specialty" aircraft, and the newly acquired Duchess has had good usage. The thought has occurred to me that there might be some more interesting aircraft that might have a niche at BEFA. A motor-glider might be an interesting addition to our fleet. Anybody interested in this kind of flight?

Crab Feed: The annual BEFA "Crab Feed" and membership meeting will be on us before you know it. The date has been set for February 28. Please put it on your calendar. See the Vice-President's article, repeated from last month, below. Additional details will be available in the February newsletter.

BEFA Crab Feed and Membership Meeting

By John Scearce, 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>

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

OF WIND, RAIN AND SNOW

I'm happy to say BEFA weathered the recent windstorm in pretty good shape. The last one cost us a few thousand dollars in damaged aircraft. This storm's severity was not anticipated and caught many people off guard. When I arrived in the morning, I checked the flight line and was pleased to find that everyone had secured the planes well from their previous flights. There were only a couple of loose straps, probably due to the loose end of the strap not being flush with the tight part of the strap, which causes it to loosen up a bit when the aircraft is buffeted by the wind. Please remember to keep loose ends taut. Those of us who were around for the last wind event remember how a couple of our planes took damage from plane doors being sprung open with thousands of dollars of damage resulting from them beating against the struts and stops. One event from that storm a few years ago was the breaking of chain links on the tail chain from the lifting action, which allowed 733XW to jump out of its chocks and causing the doors to spring open. It appears the change to the more soft-flex nylon straps gave us the desired results and we did not have a repeat of that event. Some of the planes did show signs of shifting several degrees as they tried to weathervane into the wind. Please remember to line the planes up as straight as you can with the T lines on the ground, and keep the wing hook points and straps as near perpendicular with the ground as possible when stowing the aircraft. Also, use the open space by the side door to have the building shield one of our planes during a windstorm. If you are aware of a storm coming, tie the planes down facing into the wind if possible. We managed to catch a brief merciful lull in the wind which allowed Rob Koehne, Matt Gianni, Jeff Pelton, Kip Davis, Liz Demco and I to get the north-facing planes into spots facing South, and another behind the building. It was not long before the winds came up to full speed again. While checking the line that morning, I noticed that an unsecured C-185 Amphibian just south of our flightline was listing to one side from the constant force of the wind. I called the Airport Manager's Office. The C-185 had evidently arrived the previous night. Unfortunately by the time help came, it had blown over on its wing and suffered a fair amount of damage. Ace Aviation had to pull it over with

a truck and let it weathervane into the wind then secure it with ropes attached to concrete filled tires. Even still, one gust literally picked the plane up a few inches. Later that day, a turboprop Caravan landed quite "sportily". While taxiing northward to the northwest hangars, the pilot had to shut it down as it kept weathervaning uncontrollably into the wind, a case where the landing was easier than the taxi, something to remember. A ground crew came out with a tug and turned it into the southerly wind and pushed it backwards down the ramp with more than a few guys hanging onto it, which brings us to the next article.....

BEFA EMERGENCY VOLUNTEERS

It's time to update our BEFA Emergency Volunteer List. The task of this group is to help check on the fleet in the event of a

- High windstorm,
- Heavy snowstorm,
- Threat of flooding, or other significant event.

It's hoped that people who are in relative close proximity to the airport can access the fleet and facilities in an easier and more timely manner and report or help us as needed. As you know, most of the Staff and Board Members live far enough away that a heavy snow or roads blocked by blowdowns from wind may make it difficult, if not impossible, to check on the condition of the fleet and facility. Also, during this last storm and particularly the snow and windstorm of 1991, followed by the subsequent flood (at RNT), additional manpower was needed to augment the Staff.

The fundamental tasks for emergency volunteers are:

WIND: Double check that all the tie-downs are secure and tight, doors are latched, gust locks/chocks in place. In the event of a broken tie-down strap, replace and secure. We have tiedown straps and ropes in the closet by the stairway in the food room for this. ONLY unhook and face the planes into the wind if velocity is low enough to control the plane. This is a very dangerous chance to take. Don't do it unless you're sure you can. Even with several people it can get out of hand like the Caravan situation mentioned above.

SNOW: The main task here is at least brushing snow off of the horizontal stabilizer and aft end of the plane. Snow on the aft portion tends to tip the plane back on its tail, which is not good. If a wind picks up while the plane is in this condition, the plane rocks back and forth slamming the tail and nose gear repeatedly.

FLOOD (RNT): While the "great wall" of Renton built over the last couple of years on the West bank of the Cedar River and other safeguards are supposed to reduce if not stop the flooding, the risk is still very present. Those of us who were here during the Great Flood of '91 won't forget the mad scramble to move the fleet to higher ground on minimal

notice. We managed to intertwine the planes by the South East property line, which was just high enough to keep the water from the engines, but the bellies still had to be flushed of all the silt that accumulated in them. Given enough time, flying them to a different location is the best option, so don't forget your pilot's license.

The current list of members living close to Renton or Paine Field to assist or check on the fleet/facility are as follows, if anyone needs to update information, be removed, or if anyone wants to be added, please call me. This will be posted in the office bulletin board for reference. Please remember to coordinate the information between all of us when an event occurs.

RENTON AIRPORT

- George Johnson (206) 772-1253
- Joe Avila (425) 277-8440 or c(206) 290-3821
- Maynard Winchester (425) 228-0731 or (425) 269-1560
- Jack Yager (206) 722-0254 or c(206) 261-2858

PAIN FIELD

- Mike Dubbery (425) 776-6338 or (425)239-3630
- Larry Fields (425) 232-4380
- Moliere Francois (425) 430-6140 or (425) 891-5156
- Sandor Paulay (425) 338-2855 or (425) 342-5511

As always contact me, Wes McKechnie, Ops Manager at (206) 932-2935, (206) 540-7720, Walt Cameron, Ops Officer at (206) 954-8325/425-643-0947 or Howard Wolvington, President, at (425) 761-4729, or any another Board Member.

OVERLOOKED HAZARD OF ICE

I read an interesting accident report on a Piper Arrow that crashed in Prescott, AZ, fortunately with no injuries. The pilot had preflighted and cold weather prepped the Arrow and deiced it for 90 minutes prior to the flight. While on the takeoff he said the plane lifted off but would not climb. Having already retracted the gear, you can guess what the outcome was. Any ideas on what went wrong? While the tops of the wings and leading edges were in fact found to be very "clean" and free of all ice and frozen snow, the UNDERSIDES of the wings were covered with 1/8 to 3/8 inches of snow and ice. The "probable cause" of the accident was stated as "inadequate removal of snow and ice from the lower surfaces of the airplane..."

CONGRATULATIONS!

Congratulations to the Zyskowskis on the December 20, 2003 birth of their first child, and boy!

GRIEVANCES

- 12/2/03 739BT Left wheel bent from apparent crosswind landing, pilot unknown.
- 12/20/03 Floatplane storage container contents dumped out and replaced with chocks.

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:

- Jeff Pelton for washing planes. (A tough job in this cold weather), can anyone help Jeff?
 - Rob Koehne (CFI), Matt Gianni, Jeff Pelton and Kip Davis (CFI) and Liz Demco for helping to secure the fleet during the windstorm.
 - Jean Wolvington and Kenny’s Auto Upholstery at the south end of the RNT Airport, (“use Kenny’s for all your upholstery needs”) for fixing the Duchess cover.
 - Bob Carpenter for twice giving up plane time to a student pilot.
 - Jim Gannett for driving/repositioning planes.
 - Mike Sievers for helping with the furnace.
 - For November and December - Bob Guthrie (CFI), Rob Koehne (CFI), Les Kyger, Jeff Pelton, Howard Wolvington (CFI), Matt Ray (CFI) Lori Bechtold and Rochelle Oslick (CFI) for helping the Staff collate and stuff monthly invoices.
 - Maynard Winchester for his ongoing overseeing of our nut dispensing machines.
 - John Krussel donating spare monitor and scanner.
 - Mike Sievers (CFI) and Kip Davis (CFI) for concrete work on the BEFA ramp.
 - Rich Spicer, Chris McKelvey (CFI) and Howard Wolvington (CFI) for positioning aircraft.
 - Kip Davis (CFI) for helping load the aircraft databases.
 - Chuck Malmsten for help in cleaning snow off the planes.
- 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
- Needed for lounge project; 2 – 3 X 6 sliding windows, 20 sheets of 4 X 8 X ½” drywall, Joint compound, tape wallboard sealer, 25 – 2 X 4” studs and 3 full packages of R-15 insulating batting (7 batts per package).
- Painters for the Renton buildings exterior.
- In the old downstairs Action space we need some minor wallboard repair, vinyl-flooring replacement in the two small bathrooms, carpets cleaned and some painting done. Anything you could do would be appreciated.

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

Quarterly CFI Meeting Dates

The proposed CFI quarterly meetings for year are as follows - March 3rd, June 2nd, September 1st, and December 1st (all Wednesdays).

**From Your Safety Officer
By Mike Sievers**

The November-December release of the Seattle Flight Standards District Office newsletter contained information which I felt needed to be repeated in the event you missed the original in your mailbox. It deals with icing in and around the Cascades and, while some of the items are well known to most of us (sometimes through hard won lessons), there were points that may not be as well known. For reasons listed below, the Seattle FSDO has termed this phenomenon the West cascades Ice Machine.

The West Cascades Ice Machine is a weather phenomenon during which air, laden with moisture from its trip across the Pacific Ocean, blows into Western Washington and is lifted up the western slopes of the Cascade Mountains. This lifting of moist air has a cooling affect and produces some of the very best (or worst depending upon your point of view) aircraft icing conditions in the world. Ice accumulation here can be extremely rapid. It is an icing condition that must be taken into account in addition to the normal icing conditions that accompany the usual cold and wet that exists though out the northwest during winter. In general terms, the Ice Machine exists primarily over the west slopes of the Cascades

east to and slightly beyond the crest, and is most prominent between 6,000 and 14,000 feet MSL. Pilots of light airplanes caught in this Ice Machine can instantaneously find themselves in icing conditions where full power and best rate of climb speed results in a substantial rate of descent. Structural icing makes the airplane heavier and it disturbs the airflow over the wings and propellers, which makes them less efficient. As ice accumulates, the airplane gets heavier while lift and thrust decrease. Full power can still render you looking for a place to land in the mountains.

There are a couple of rules of thumb about the accumulation of structural icing. First, the airplane must be flying in an area of visible moisture (rain, snow, cloud, fog, etc.). Second, the critical temperature range is about plus 3 C to approximately -20 C. Moisture which is warmer than +3 C is rain which will not ice up on the airplane (except when the airplane has been flying in sub-zero temperatures for some time before descending into the rain). Moisture which is lower than -20C is too cold and dry to stick to the airplane. These are generalizations and there are exceptions. There is one more bit of information you need to know. The FAA definition of the phrase "known icing conditions" comes from numerous NTSB law judge decisions of the years. Beginning with a case in 1957, the NTSB has stated that icing conditions exist when the temperatures are below freezing and there is visible moisture. They have said further that because the flight service station network states the existence of those conditions in reports that are available to pilots both before the flight and while en route, the icing conditions are "known." So, contrary to popular belief, it is not necessary to have a pilot report to have known icing conditions.

On the surface, the above newsletter article seems to apply more to IFR pilots. However, remember that freezing levels near the Cascades can descend below the cloud layer and rain below this layer can result in icing. At this time of year, a few extra minutes with the briefer on this issue can be well worth the investment.

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

BEFA ON THE WEB:

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