

✈ 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>
Robert Arrowsmith	I	RNT
Kevin Daly	III	RNT
David Keil	I	PAE
Judith Lord	II	PAE
Austin Watson	I	RNT
Gregory Willett	III	RNT

C182RG	\$96.00	\$2.51	\$98.51
C172XP	\$91.00	\$1.44	\$92.44
BE76	\$149.00	\$3.00	\$152.00

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Mike Bonney	3/9	Private SEL	Turlington/ Ray

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	4/16	RNT
• <u>Pinch Hitter Class</u>	6:00p	4/12	RNT
		And 4/14	

From Your President By Howard Wolvington

Fuel Surcharge: Fuel costs continue to rise. We have had a couple of increases in March from our supplier, and I just learned that OPEC voted to cut production 4% effective April 1 in order to increase crude prices. Therefore, I think we can expect further increases in our fuel costs for some time. The only other cost change is that the owners of the Arrow have decreased the base rate to make it more competitive with alternative aircraft. The new aircraft rates, effective April 1, 2004 are as follows:

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$49.00	\$1.05	\$50.05
C172	\$68.00	\$1.50	\$69.50
C172S	\$87.00	\$1.50	\$88.50
PA-28-151	\$68.00	\$1.50	\$69.50
Citabria	\$68.00	\$1.50	\$69.50
PA-28R200	\$89.00	\$1.71	\$90.71
C182Q	\$90.00	\$2.47	\$92.47

Airspace Regulation: Within the last month, the Bangor and Port Townsend TFRs have been changed in shape and reduced somewhat in size. This has improved access to nearby airports. The official description of these areas is in the NOTAMs, and they can be seen on the FAA TFR web site. You can look at <http://tfr.faa.gov/tfr/jsp/list.jsp> for the FAA graphical pictures. A somewhat more pilot friendly view (outline of the area on a sectional chart) can be found at <http://www.aeroplanner.com> and the NOTAMs and then TFR selections at the top will send you to a list of TFRs by state, and each has a link to a graphic.

City Demands: I have written over the last year about the notice to BEFA from the Airport Manager in March 2003 that BEFA was in breach of our agreement with the City. The City took the position that our sublease of space to Action Aviation was not approved by the City and that Action Aviation did not hold an Operating Permit with the City. Your board took action at that time to terminate the then current business relationship with Action Aviation and attempted to negotiate a new sublease with it that the City could approve. The City forced Action Aviation to cease doing business at the airport until such an agreement was approved, and ultimately Action Aviation went out of business without execution of a new agreement.

A remaining issue is that the Action Aviation fuel tanks are still on our leased property, and it appears that there may be some contamination remaining in various areas from fuel spills related to Action Aviation's operations over the years. On March 11, 2003 the City notified BEFA that it expects us to remove the subject fuel tanks and address the contamination by the end of April. Your board, executive committee, and our attorney are working hard on a proper response to this demand. We have appointed a Communications Committee, with Jack Yager as the chair, to help us interface with the city on this issue. The board expects to deal with this issue in April, most likely no later than our regular scheduled April 16 meeting. Board meetings are open to all members, and board members are always available for discussion with members.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

GROUND SCHOOL NEWS

A BEFA sponsored comprehensive Private Pilot Ground School will start in April and last for 10 weeks, Tuesday and Thursday nights. This is the course for people who DO NOT qualify for the Boeing LEAD program. The cost is \$295 for BEFA members and \$325 for non-BEFA members. Please contact the office to sign up, (425) 237-2332.

PINCH HITTER COURSE APRIL 13th & 15th.

Mike Sievers will be conducting the Pinch Hitter Ground School starting at 6PM. This is a great opportunity for any flying companion of a BEFA member to learn the basics of landing an aircraft successfully. Following the two evening ground school classes, a schedule will be set up to provide the basic flight instruction for the companion to learn to fly to a given point and land the plane. This is designed to not only let the companion provide help in an airborne medical emergency such as pilot incapacitation, but to allow them an opportunity to learn more about aviation with actual hands on experience and be better able to help back-up the pilot in normal operations as well. Please contact the office at (425) 237-2332 to sign up. The cost is \$10 for the ground school. Flight charges will be at the going BEFA rate and CFI rate.

PAE HANGAR DAMAGE

Those of you who are unfamiliar with the hangar door operation at PAE please see a PAE CFI or PAE focal such as Doug Jacobs or Oscar Naimi to get instruction on how to open and close the hangar door. Doug Jacobs has had to repair the door a few times and has also put signs up explaining how to properly operate the door, but the damage continues. Chains continue to get broken and pins bent. We promise not to jump up and down on you if you contact us and ask for instruction on this. Thanks!

SPRING WEATHER

Already spring is here and we recently had a 78 degree day to fly in. A reminder to once again - start paying attention to the density altitude and performance figures. Also, the weather when we are on the cusp of the Winter/Spring transition can be rather unpredictable and volatile no matter what the forecast says. Occluded Fronts and fast moving Cold Fronts can make for some interesting weather challenges this time of the year. It's a beautiful time of the year to fly and can be done quite safely. Just always leave yourself an out and have a plan B and C ready if the forecast "goes South". Also, don't forget to get in touch with your favorite CFI to knock the cobwebs off for what looks to be a wonderful Spring/Summer flying season.

CLIF SMITH PASSES AT AGE 82

Longtime BEFA member and CFI Clif Smith passed away from pneumonia on March 26th, 2004. Clif was truly one of the legends here at BEFA. He started his career just prior to WWII and went on to fly Martin Marauder B-26's as an instructor pilot. If you're an aviation history buff, you know what a challenge that plane was to fly, let alone instruct in. After joining Boeing, Clif and his wife Helen spent a fair amount of time overseas, primarily in Lebanon and the Middle East. After coming back to Seattle, Clif began to instruct at Seattle Flight and soon after joined BEFA and instructed here up until a few years ago. He will be missed as a friend and a mentor to many of the pilots here and elsewhere. The family plans a memorial around the end of April to accommodate relatives from all over the country. The date will be announced when we receive it. Tailwinds to you, Clif.

GRIEVANCES

- 03/16/04 - PAE hangar chain/door pin bent from improper use.
- 03/21/04 - 7568T lights left "on", fuel left on "both".
- 03/28/04 - 704RY filled oil over capacity.
- 03/29/04 - 704ML door left unlocked, pitot cover not installed.
- 03/31/04 - 5344K dirty rags and garbage in back pockets, checklist missing.

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:

- Matt Ray (CFI) for moving planes & washing 5344K.
- Charles Manry for fixing toilet handle.
- Rich Gregory for the excellent crab for the General Meeting.
- Maynard Winchester for filling oil bottles and making nose plugs for 736NN.
- Sean O'Meara for organizing the BEFA library.
- Bob Guthrie (CFI) 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 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 building’s 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.
- Someone to patch a hole in the North hangar building wall to keep the rats from the furnace room.

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

Allen Silver Parachute Seminar at Arlington **By Matt Gianni**

Those interested in aerobatic flying may recall reading about the March 20th parachute seminar coming to Arlington from Rochelle Oslick in the February and March Newsletters. A couple BEFA members drove to Arlington while a few more flew up since it turned out to be such a nice sunny morning! In all, about 30 local pilots attended.

Presenting the seminar was Allen Silver, who owns and operates Silver Parachute Sales & Service in the San Francisco Bay Area. In addition to having over 3100 parachute jumps, Allen is also an aerobatic pilot himself and his business specializes in providing parachute service to aerobatic and glider pilots.



The title and subject of the seminar was Emergency Bailout Procedures for Pilots. He started the talk with some of the mental attitudes necessary for successfully bailing out of a malfunctioning airplane and using a parachute, most importantly making the decision early and quickly. The discussion went on to cover some

procedures like the 4-H’s: “Headset, Handle, Harness, Head-out,” and his favorite “Canopy, Belts and Butt.” He stressed that wearing a parachute as you enter and exit the airplane (as opposed to just treating it like a backrest), can facilitate egress practice and cut as much as 50% off the bailout time.

What to expect during and after opening was also discussed. Parachutes are designed to open quickly yet exert not much more than 3 g’s on the user. Since most emergency parachutes are round, their forward speed is only about 5 MPH (as opposed to rectangular sport parachutes with forward speeds approaching 25 MPH - a 2-to-1 glide ratio!). So regardless of how many sport jumps you have or what you’ve seen in the movies, don’t try to flare a round parachute like you would a rectangular parachute- there is little or no forward speed to trade into lift. Just put your feet together and keep your knees bent when landing. Apparently, round parachutes have slow enough descent rates these days to preclude teaching the “Parachute Landing Fall” (PLF) needed with round parachutes in the past.

Next were tips for just after touchdown, including taking off the chest strap first to avoid that strap slipping up and wrapping around the neck if being dragged in high winds. Also taught was the method of climbing hand-over-hand up one or two lines in order to deflate the parachute and stop it from catching more wind. Tree landings, water landings and power line avoidance were emphasized as well.

Also covered were how to preflight a parachute, how to protect it from damage, and how to properly maintain it for many years of service. This led into a discussion of the differences between parachutes and how their areas, porosities, line lengths and tensile strengths affected their opening speed ratings, load capabilities and descent rates. After the seminar, most of the attendees went down the road to check out the different types of parachutes at Para-Phernalia, operated by co-host Dan Tarasievich. Those who visited also got to witness how an emergency parachute is repaired, assembled and rigged.

The seminar was very informative and seemed to be enjoyed by all. Allen is a very energetic and entertaining presenter who can be heard at other events such as Sun N Fun, Oshkosh AirVenture, and hopefully this summer at the Arlington EAA Fly-in. For more information, including several interesting articles about emergency egress, you can check out his website at <http://www.pia.com/silver>.

From Your Safety Officer **Mike Sievers**

Under normal flying conditions, a mental error or two won’t necessarily bring about an incident or accident. Once a mistake is made, pilots have other lines of defense, including their pilot skills, which presumably have been tested or reviewed on occasion. However, if piloting skill in performing an emergency technique is rusty or lacking, the deficiency may remain hidden until such time that it needs to be utilized, requiring you to cope with that type of emergency.

If you have had to perform a go-around recently, either as required by events or during a check-ride, consider yourself lucky. Many pilots, once out on their own, don't revisit this training maneuver very often. In the pattern of routine flying, quick and accurate responses to adversity decay. And pattern practice that is taken advantage of is usually used to perfect the landing, not to pass one up for a practice go-around. Pilots who can fly a good instrument approach or land in a strong crosswind, can become startled and fumble with procedures when the need to execute an emergency go-around crops up on short notice. As an example, on March 5, 1992, a Piper Arrow was being sequenced for arrival into the airport at Bangor, Maine. There was other traffic inbound and the pilot had been advised to expect a delay. While maneuvering a few miles south of the airport, the pilot spotted a 2,000-foot private grass strip. The pilot asked if the strip was available and was advised that it was. He discontinued his arrival into Bangor to land at the small strip instead. As he touched down, he realized that there were ice patches on the runway and elected to go-around. The pilot raised the flaps to the full-up position and applied take-off power. Shortly past the departure end of the runway, the airplane struck a tree and fell to the ground, sliding into a garage and a parked car. One problem with an abrupt change of plans is the time constriction placed upon the pilot. So the need to be proficient in emergency techniques you may need becomes all the more important. The go-around or bailed landing is something can be practiced virtually at will, and has a higher probability of being required on any flight. Some POHs are not always very detailed on go-around procedures to be used. However, two things are a given, and stressed in training. Power must be added first to transition to the climb, and an abrupt retraction of fully deflected flaps (the most common go-around error) may cause the airplane to settle back to the ground, or just stay near the ground until it is too late to clear any obstacles at the end of the runway.

The NTSB does not address the training experienced by the pilot above. Hopefully, during reading of the above accident, you picked up on the error quickly. But whether you did or not, resolve to review the emergency procedures for the airplanes you are checked out for now, and practice it under safe conditions; either solo or in the company of a flight instructor, at the next opportunity.

Pinch Hitter Class on April 12 and 14th

By Mike Sievers

BEFA will be offering a two-night "Pinch Hitter" class on April 12th and 14th in the Renton classroom. What is a Pinch Hitter Class?

A Pinch Hitter class is designed to give your non-pilot flying companion, whether it be spouse, significant other, or good friend, an introduction to airplanes and flying. We pilots are pretty comfortable about getting from point A to B in airplanes that are smaller than your average 737, but what

about your non-pilot flying companion? To someone who has little or no familiarity with flying, a Cessna 172 cockpit can like a confusing mass of dials and equipment. The Pinch Hitter class can help your flying companion to become more knowledgeable about flying, and take some of the mystery out of flying. The classes will cover basic information about flying, radio communications, navigation, and map reading.

In addition, the Pinch Hitter students can sign up for an optional introductory flight with a BEFA flight instructor, so that they can practice what they've learned and get more familiar with airplanes. If you have a non-pilot flying companion, please encourage them to consider signing up for the class. There have been cases where flying companions were so enthralled by the experiences that they gained from the Pinch Hitter class, that they immediately signed up for flying lessons.

The two-night class will be held on Monday April 12th and Wednesday April 14th at the Renton office from 6:00pm - 8:30pm, taught by a BEFA instructor. The class fee of only \$10.00 covers the cost of course materials and includes an informational booklet, which you can take home with you. (BEFA has generously agreed to cover the instructor fees, so this is an excellent deal). In addition, participants can schedule an optional flying session after with the instructor of their choice at a mutually agreeable time. The fees for the optional flying session are not included in the Pinch Hitter class fee, and must be discussed with your selected instructor. It's a valuable class, and highly recommended! Call or stop by the office to sign up.

Classified Ads

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

Want 2-3 partners to acquire a 4-place, IFR plane (e.g., 182/ Arrow/Mooney M20) at RNT, BFI or PAE. mardonmc@aol.com Don, W: 206.292.4600; H: 206.368.9488

For Sale: 1995 Cobra 26 ft. R.V. trailer: 2-dr elec. lighted hitch jack, A.C., new spare tire, elec. ignition, 10 gal water heater – tub & shower, swivel rocker, blue interior, microwave, elec/gas refrig. Sleeps 6. Carpet thru-out, AM-FM stereo cassette radio, T.V. capable accessible, and towing access. Used 3-seasons. \$10,500 OBO. Bill Herzog 425-255-0525

For Sale: Garmin GPS III Pilot. Complete with antenna extension, windshield suction cup mount, batteries and charger. Originally cost \$600. Offering for \$350. Call Bob Larson 425-379-8210

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

Everett

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