

✈ 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>
Phillip Boyd	II	RNT
Jasper Corleis	I	RNT
Phillip Garner	I	RNT
Robert Pierce	III	RNT
Denise Siers	I	RNT
Hugh Unangst	III	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Tim Sorensen	4/19	J. Yager
Keith Shearer	4/20	Turlington

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Bogdan Kraskiewicz	4/2	Instrument	K. Davis
Bogdan Kraskiewicz	4/2	Private MEL	Wolvington/ Davis
Jim Arline	4/23	Private SEL	McKelvey
Judy Coyle	4/28	Private SEL	McKelvey/ Collier

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	5/21	RNT
• <i>Bath and BBQ</i>	11:30a	6/5	RNT

From Your President
By Howard Wolvington

Fuel Surcharge: Fuel costs continue to rise. The new aircraft rates, effective May 1, 2004 are as follows:

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$49.00	\$1.65	\$50.65
C172	\$68.00	\$2.37	\$70.37
C172S	\$87.00	\$2.37	\$89.37
PA-28-151	\$68.00	\$2.37	\$70.37

Citabria	\$68.00	\$2.37	\$70.37
PA-28R200	\$89.00	\$2.70	\$91.70
C182Q	\$90.00	\$3.90	\$93.90
C182RG	\$96.00	\$3.96	\$99.96
C172XP	\$91.00	\$2.28	\$93.28
BE76	\$149.00	\$3.00	\$152.00

City Demands: Last month I wrote about the demands by the City of Renton that BEFA remove the fuel tanks that have been left on our property by Action Aviation and deal with any remaining contamination on our site. Your board has authorized legal action against Action Aviation to require removal of these items and remediation of our site. We are also in the process of selecting a consultant to help us build a plan for resolution of potential contamination problems at our location. The costs of this may be significant to BEFA, but we will attempt to recover these costs and other damages from Action Aviation and its owners.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

SUMMER TRAFFIC JAMS

As weather improves and the hours are picking up, ingress and egress from the ramp area can become congested. Please remember to park the planes quickly or move the planes out of the way to allow the plane behind you to proceed on to the taxiway or enter the ramp to park. If you need more time to process the checklist or receive instruction from your CFI, please pull out and off to the side to conclude the discussion to allow planes to pull in or out.

CURRENT PHONE NUMBERS NEEDED

Please remember to update your current work, home or cell phone numbers both to the office for our office FBO Manager list used internally by the Staff, and also on the Schedule Master system, which you can do. On Schedule Master include your e-mail address also. Call the office or include changes when you mail in your monthly payment for the office member phone list for our internal office list. For updating Schedule Master info, please check & update phone numbers/e-mail in Schedule Master as follows; log in, click the "USER" tab, type in your last name, when your last name comes up go to the "user #" and click. This will bring up your personal data input window for your phone numbers, e-mail etc. Update your numbers accordingly and REMEMBER to

scroll down to the bottom of the page and click "SAVE CHANGES" for it to take. Please call the office if you have any questions. If you have any problems, please call us at the office. Thanks!

BURIEN DEPARTURE PROCEEDURE

The Renton Tower folks have asked that pilots wait to check off to SeaTac Tower until they are 2 miles South of RNT per the procedures, when in South flow on the Burien Departure. This is approximately the Valley General Hospital area. It seems that pilots are checking off too early and when the Renton Tower controllers need to call traffic or provide other instruction they find many pilots are already off frequency. The natural inclination is to contact SeaTac tower shortly after crossing the blast fence. Sometimes contacting SeaTac over the hospital we find the radio too busy to inject our request. By the time there is some "dead air" to insert our check in, or SeaTac get back to us with a response, we're so far south we might as well do the Redondo crossing. If you want an early check off to SeaTac (for instance, just crossing the blast fence), just ask Renton Tower for "an early frequency change". Again, on the South Flow, you can check off to SeaTac tower automatically 2 miles South of Renton, prior to that you need to request an "early frequency change" from Renton Tower to do so. On the North Flow, you can automatically check off to SeaTac tower when abeam the Renton control tower. Please give a CFI a call if you have any questions.

GIVING UP YOUR TIME FOR A CHECKRIDE.

A reminder that while there is no BEFA rule to give up a plane for someone's FAA check ride, traditionally everyone cooperates (within reason) to provide a plane for a fellow member's scheduled check ride. An example is when a plane scheduled for a check ride goes down for unexpected maintenance and the applicant needs a replacement. They will call other members who have a similar make and model scheduled for the same time period and may call to request your plane. Please try to accommodate them.

FUEL PRICES

As is already mentioned, fuel prices continue to climb for both auto gas and aviation fuel. With the last increase we are now \$2.37 an hour over our planned static rate of \$68 for a C-172. An energy analyst on a TV business program this week was gazing into his crystal ball and expects another 7 to 10 cents per gallon increase prior to possible stabilization of prices, so unfortunately it appears we have a ways to go. The BEFA Board, as noted, keeps a very close eye on our fuel rate (which is very favorable compared to the general market) and be assured will hold or reduce the operating rate of our aircraft when the market allows us to do so.

U.S. CUSTOMS STICKERS

Per a previous article, if you are going to Canada, please plan

to book one of the planes that already has a custom sticker on it. The Staff can provide you the tail numbers and there is also a list at the office. As a reminder, 4801D, 739BT, 736NN, 735LH, and 7568T have BEFA-acquired U.S. Custom stickers. Also 733XW and 5344K will have them shortly. If you take another aircraft without a sticker, it is the pilot's responsibility to purchase it. Please call if you have any questions.

FLOATPLANE UPDATE

It's frustrating with this wonderful weather to have 736NN, the floatplane down for its engine change. The engine was ordered from Teledyne Mattituck in late February. We were told that it would take longer to build up the IO-360-K used in the float plane as it is not as common as our regular D2J engines found in the common C-172's. Unfortunately, this has taken much longer than we expected. Parts for the engine have been slow in coming as they were not "on the shelf" like the more common engines. We continue to urge them to expedite, but as they said good-naturedly, they are anxious to get paid for the engine too and are moving as quick as their restrictions allow. It's now expected the "test cell" portion, which is the last step prior to shipping, will take place Tuesday or Wednesday the week of May 2nd, with shipping taking an additional 5 to 6 days. We hope installation will take around 3 to 5 days (schedule dependant), followed by the standard new engine break-in routine.

AEROTEC AVIONICS NEEDS A HELPER

Jack Stegman, our avionics tech, has moved part of his business into BEFA's northeast corner office space. Please remember to process any BEFA avionics problem through the normal maintenance process channels at BEFA and avoid going directly to Jack, he's busy enough. This work needs to be filtered through BEFA.

Also, Jack is looking for a helper with his newly expanded business. He would like someone who is dependable and has at least a basic electronics background and preferably some avionics experience. They would occupy an apprentice type role to learn the trade and work with him. His thought is that this person may someday purchase the business when done "chasing sparks". If you know of anyone who is interested have them drop a resume by Jack's office.

GRIEVANCES

- 4/27/04 704GC Oily rags in back.

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) and Kip Davis (CFI) for spearheading the washing our airplanes with Charles Manry, with sons Carl and Chris, Don McGinnis, Rob Smith, Clay Anderson, Dick Roberts and Bob Larsen.
- Kevin Daly for taking the junk to the dump.
- Frank Marshall for providing alternative checklists.
- Bonnie Cole for helping in the office.
- Mike Sievers for fixing light switches.
- Jim Arline for delivering prop.
- Phil Kennedy for delivering parts from PAE.
- Harlan Zentner for picking up antenna.

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; 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.
- 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!

BEFA Bath and Barbeque By Gary Pipkin

The summer prep for our fleet is once again beckoning us! In order to get our aircraft all prim and pretty for the start of

summer, we are planning a 'total clean' party on Saturday June 5. That's the Saturday after Memorial Day weekend. This family friendly event is slated to begin about 11:30 AM and last until about 4:30 PM, BBQ at 5 PM. The goal is to wash, wax and clean the airplanes inside and out. We are hoping to get a bunch of volunteers to come, bring the family and all have fun washing, polishing, admiring, commenting and socializing. All of this will be topped off by a barbeque immediately after we finish; food, beverage, etc. subsidized by BEFA. Last year the choice of beer and wine in addition to soft drinks was a really good addition in our celebration of our success, so we're going to do it again.

Please, come one, come all; It's always much more fun when we have youngsters there to pitch in as they wish. A sign-up sheet will be available in the BEFA office and you can always E-mail the program chair, Gary Pipkin (that's me), at pipkinsea@att.net with your offer to help. We need about three barbeque grilles to be loaned to us so we can get cookin' that afternoon. The steaks provided by BEFA were great last year so let's try it again. Four or five folks to help with the cookin' rather than the polishin' would be great. The sign-up sheet will also have a space for folks to offer to bring salads, rolls, desserts, condiments, etc. Nothing is required but everything is welcome.

Rich Stowell Return Visit to BEFA By Rochelle Oslick

Rich Stowell, NAFI – Master CFI-Aerobatics, FAA Aviation Safety Counselor, and author of books and videos on Emergency Maneuver Training, will make his 3rd visit to BEFA to conduct a flight training clinic for Emergency Maneuver Training and Aerobatics in our Citabria at Renton, August 16 – 17, 2004. Flight training is open to all BEFA members (within Citabria Weight & Balance limitations). A sign-up sheet is posted at on the counter at BEFA. Please contact Rochelle Oslick, 425-562-8280, for more information.

From Your Safety Officer Mike Sievers

The current and emerging generations of digital avionics and instruments offer capabilities that most general aviation pilots could not have imagined in the recent past. We in the association have started flying with new GPS equipment in some of the airplanes over the past couple of years, and I have noticed occasions where fingerprints are found on the screens. These smudges usually occur when the pilots/instructors are

discussing some features of the unit and get a little too close while pointing to the text or graphics on the display. The fingerprints themselves are not the main item of concern. It is what they say about what is happening in the cockpit and the concentration of the pilots. Dirty electronic screens reveal that some may be spending too much time looking inside of the cockpit. Outside of the cockpit is where the real world resides, not in the bundles of wire and circuit boards within the GPS unit. That is where the traffic to see-and-avoid lives and it is where we should be spending most of our time. We have all been taught to see-and-avoid and we all realize the potential for mid-air collisions. Why, then, do some spend an increasing amount of time looking at the panels instead of outside of the windows? One reason may be complacency – it's a big sky and a couple of additional seconds looking at the display should not amount to much of a problem; and then a couple of seconds more to finish the task. The next thing you know, several miles have gone by without a check outside. Remember – even when air traffic control points out conflicting traffic, it is often difficult to spot it quickly. We're supposed to carefully train our focus on infinity, and then divide our scan into small sections of airspace, one after the other, looking for the movement of other airplanes. While the inherent inefficiency of see-and-avoid has been a fact of life since two airplanes shared the same sky, it was for a long time the only conflict-avoidance game in town and pilots had to put their full confidence into it. The advent of air traffic control introduced a new tool for keeping aircraft separated and apart, even in the clouds. Today more of us fly on an IFR flight plan or request VFR flight following because we rely heavily on air traffic control for radar detection of conflicting traffic. We have begun to pay less attention to what is outside of the cockpit because of the increasing availability of sophisticated avionics that "look" for the things that can harm us. Each of the new technology items that make their way into general aviation have multiple buttons, modes, and pages of information. It takes a significant amount of time to read every page that can be displayed on our GPS equipment, and this takes time away from the outside world. The deterioration in see-and-avoid scanning is not the only consequence of having a mountain of information and visual depiction of the outside displayed on the panel. It is also stealing time away from basic fly-the-airplane fundamentals: configuration of switches, trimming for airspeed, adjusting power, and monitoring fuel states. The problem of becoming distracted by avionics may be the most critical in an airport area where traffic is heaviest and most concentrated. Put a second pilot in the cockpit, especially in an instructional situation when a lot of discussion takes place about the avionics, and the problem intensifies. How do we control the risk? First, we have to be aware of the potential to become distracted by multifunction avionics and color displays at the expense of flying the airplane. Second, we have to plan and discipline ourselves to do as much of the button-pushing and programming as possible before we taxi off of the ramp. Stick to completing pre-takeoff checklists and listening to, and watching, for traffic while in the terminal area. In cruise flight, fight the tendency to stare at the panel. Nurture that

sixth sense, that small voice which reminds you to look up and scan from traffic. Today we need to be more disciplined about the fundamental task of flying the airplane and looking outside. We may be close, but we are not yet to the point of locking the cabin door, starting the engine and letting the smart avionics conduct our flight. We are still the pilot-in-command and are the ultimate authority of the airplane – not the box sitting in the radio stack.

From Your Secretary
Matt Malkin

Hey folks – this is just a quick note. The Board no longer needs to review applications for leave of absence. We just need to know when members want to come off of Leave of Absence status and become active again. Thanks!

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

BEFA ON THE WEB:

BEFA homepage: <http://www.befa.org>

WebMaster Chuck Malmsten: chuck.malmsten@boeing.com

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