

# ✈ 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>
Harold Franklin Bond	I	RNT
Steve Culp	I	PAE
Andrew Curtis	I	RNT
Daniel Curtis	I	PAE
Alyson Jensen	Family	RNT
Tim Jensen	I	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jasper Corleis	5/9	P. Kennedy
Tom Miranti	5/9	P. Kennedy
Kevin Daly	5/15	M. Sievers

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Lis Demco	5/5	Comm MEL	K. Davis
Pete Cookman	5/18	Instrument	C. Thomson

## 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	6/18	RNT
• <u>Bath and BBQ</u>	11:30a	6/5	RNT

**From Your President**  
**By Howard Wolvington**

**Fuel Surcharge:** Last week the TV folks said that auto fuel prices are expected to decline somewhat after Memorial Day. We do not know when, or if, aviation fuel price decreases will follow, but for now the price of our fuel just continues to rise. We had another big increase in May and the new aircraft rates, effective June 1, 2004 are as follows:

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
<b>C150</b>	\$49.00	\$2.59	\$51.59
<b>C172</b>	\$68.00	\$3.71	\$71.71
<b>C172S</b>	\$87.00	\$3.71	\$90.71
<b>PA-28-151</b>	\$68.00	\$3.71	\$71.71

<b>Citabria</b>	\$68.00	\$3.71	\$71.71
<b>PA-28R200</b>	\$89.00	\$4.23	\$93.23
<b>C182Q</b>	\$90.00	\$6.11	\$96.11
<b>C182RG</b>	\$96.00	\$6.20	\$102.20
<b>C172XP</b>	\$91.00	\$3.57	\$94.57
<b>BE76</b>	\$149.00	\$6.00	\$155.00

**Action Aviation Fuel Tanks:** During May, the City of Renton Fire Department threatened BEFA with a citation for violation of a City ordinance if it did not proceed with applications for the removal of the Action Aviation fuel tanks. Your board authorized submission of the required tank removal permit and State Environmental Protection Act (SEPA) paperwork. These were submitted on May 18, and as I write this, specifications for a contractor to remove the tanks are being prepared for release.

**Complex Aircraft Rule Change:** After the incident involving N7568T last year at Crest airport last year, the BEFA Safety Board considered several alternatives to improve the safety of BEFA flights. The Rules Committee brought to the board some recommendations, and these were considered in light of what other similar organizations in our area are doing with respect to the operations of complex aircraft. After consideration of these recommendations and data, the BEFA board voted to modify our rules to prohibit all touch-and-go landings in SEL aircraft, and to limit stop-and-go landings in these aircraft to runways where at least 2,000' remain after the landing. Our rules continue to prohibit touch-and-go landings in the Duchess as well.

The purpose of the change is to emphasize the importance of being sure that the gear is not prematurely raised in these aircraft, and to ensure that everything is in the right configuration before adding power for takeoff. While we still allow touch-and-go landings in fixed gear aircraft, it is also important to be sure that everything is right in these aircraft as well, and the flaps deserve a good look to be sure that they have properly retracted.

**Floatplane:** The engine for the floatplane is finally here and installation has begun. In the process, some problems with the exhaust have been found, and replacement exhaust parts are on the way. About the time you receive this newsletter, the aircraft should be back on the water. Initially, we will have some engine break-in restrictions, and will only be able to operate the aircraft for the initial operating period, typically

10 to 20 hours, on 1-hour or more cross-country type flights at 65%-75% power. This is not its typical use, and we are going to have to make some special efforts to get the new engine broken in completely so that it can be used normally. I am suggesting that each SES pilot schedule the aircraft for a cross-country type flight during the first two weeks that it is available so that we can quickly get through this period.

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## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### PROP LIFE

A reminder to please be careful where you do your run-ups. Every time a rock gets sucked up by a prop and dings it, the filing job to take the pit out reduces the life of the prop. At \$2,000 to \$4,000 for new props, we try to keep them serviceable for as long as possible to keep our costs down.

### TRANSPONDER SQUAWKS

Prior to squawking a transponder as being "intermittent", be sure that you are not in an area where coverage may not be consistent. Remember, when the controller tells you radar contact is lost, it does not necessarily mean it's the plane's transponder that's at fault. Try to verify its normal operation in a different location or at a higher altitude before jumping to the conclusion, which may cost needless repair money. Thanks.

### VOR INOP SQUAWKS

Another tip to reduce unnecessary squawks is to check the position of the NAV/GPS pushbutton on the planes that have the GPS units installed. This is a very common source of squawk reports. If you find that the VOR head/CDI is not functioning when you dial up a VOR, or functioning but incorrectly, most likely you need to push the button to transfer the CDI to the correct source for the navigation component to function properly or at all. See me or another CFI if you need further clarification, we'll be happy to help.

### 704ML TO PAE

Operations moved an additional C-150, 704ML to Paine Field BEFA to help with the increased demand for C-150 time there. It was evident from the flight hours that this distribution will reduce the excess hour capacity we had on that model at Renton and relieve the bottleneck on 8326U at PAE.

### BEFA PILOT LOUNGE BENEFACTORS

Many thanks to Jim Gannett and the Papenfuss family from BEFA for their contributions to our BEFA pilot lounge project. Jim recently went to Home Depot and purchased, donated and then delivered much of the major construction material we needed for this project such as 2 X 4's, sheet

rock, insulation etc.... The Papenfuss family donated two large quality double pane windows, which will increase the view of the runway from the lounge area. We still need paint, carpet/pad and joint mud/taping material as well, and various types of hardware (nails etc.). (Please see me prior to paint purchase). Last but not least is knowledgeable manpower to put it all together at a professional quality level. Please see me if you are able to physically help out and can provide tools.

### FUEL PRICES

Fuel prices have gone up once again – 'nuff said.

### TOUCH AND GO's

In addition to the restriction of the existing no touch and go's rule in the multiengine plane, the Board voted to also restrict our complex aircraft to no touch and go's as well. Stop and go's are allowed given adequate runway remaining, or full stop and taxi backs if not.

### GRIEVANCES

- 5/06/04 704GC Master switch left on.
- 5/20/04 704GC Gust lock left off and pitot cover left off.

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## 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), Kip Davis (CFI) and Lis Demco (CFI) for washing/waxing planes.
- Matt Ray (CFI) repositioning plane.
- Fred Bahr (CFI) driving pilots and dropping off parts.
- Karen Stemwell (CFI) fixing the toilet handle.
- Jay Anonson, Matt Ray (CFI), Lis Demco (CFI) and Kip Davis (CFI) and Marissa Singleton for helping Staff do the billings.
- Rob Wilson for repairing tie downs.
- Eric Thompson for picking up and delivering parts.
- Jim Gannett for purchasing and delivering lumber, wallboard and insulation for the BEFA pilot lounge project.
- Howard Wolvington for mowing the lawn.
- Dave Papenfuss family for their donation of 2 large double pane windows for the BEFA pilot lounge.
- Anonymous and Jeff Harding for yard work around the office.
- The BEFA Crew for pounding out a lot of oil changes and good inspection during the oil changes that caught a trim tab cable that was starting to fray.

- Karen Stemwell (CFI) for filling in for Diana on a day out.
- Bob Pierce for purchasing a Customs sticker.
- Bob Bumpous for filling in as acting Board Treasurer while Lawrence was out of town.
- Jack Yager for filling in as Board Secretary while Matt is out of town.
- Bob Bumpous for installing a high speed Ethernet switch for office network.
- Tim Sorensen and Jack Yager (CFI) for moving aircraft.
- Matt Shaw for putting POHs on CD-ROM

VFR and tailwinds to all of you for your generous support!

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### 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; Joint compound, tape wallboard sealer, carpeting and pad, and volunteers to assist with construction.
- 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.
- Someone with leather cleaning/restoration experience to recondition the leather seats in 54088 and 735LH

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

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### Reminder: 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.

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### From Your Safety Officer Mike Sievers

There are some airplane systems that pilots really need to know about. Actually, we should know all of the systems well. If the airplane is a simple trainer, then there is not that much to remember. If it is a complex machine, there is a lot of equipment to break and, Murphy's Law being what it is, it will break sooner or later. There is no reasonable excuse for a pilot not having the knowledge about the hardware that they fly. There was a recent (non-BEFA) incident involving an airplane with an electric trim malfunction. The pilot wound up fighting the trim and nearly losing the airplane because he was not familiar with the trim disconnect system. There are several ways to disconnect the trim and, if you are going to fly an airplane with such a system, you should be familiar with all of them. You won't have the time to read the fine print after the system fails.

Some airplanes need fuel pumps to be on during take-off and landing; others need them off. Each procedure can be unique and getting the switch in the wrong position for take-off can result in bad things. The engine may flood and quit or the engine may starve and quit. It is likely that neither scenario will be on your flight plan. A take-off is not a place to learn that your system knowledge is lacking. If the alternator fails, what are the indications? Some ammeters show a load on the system, while others show a rate of charge or discharge. What is the re-set procedure? What if it does not work? How

long will the battery last? Can you get the landing gear and/or flaps down?

The good news is that there is no mystic, inaccessible source to research in order to find the answers to your system questions. The answers can be found in the airplane POH. The most common area where a pilot's system knowledge comes up short is in avionics. Even the basic nav/com equipment now has new twists and turns that require extra time to learn. This should not be a surprise since flying technology has, and always will, advance. If you are going to be the master of all you survey, then you need to master the systems of your survey vehicle first. As we have all seen and heard, a good pilot is always learning.

**Classified Ads**

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

**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/smlgin.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](mailto:chuck.malmsten@boeing.com)

**BEFA office Email:** [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com)

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	2) Ops Officer, or 3) Any Board Member	
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