

✈ 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>
Michael Bowman	III	RNT
Jason Divenere	Affiliate	RNT
Jim Dobberfuhr	III	Both
Linda Hapgood	I	RNT
Brian Heath	I	RNT
Donna Karp	I	PAE
Jonathan Kim	I	PAE
John Lewis	I	RNT
Suzanne Myers	I	RNT
David Perkins	III	RNT
Andrew Pyle		RNT
Matt Reid		RNT
Brad Ryll	Affiliate	PAE
Peter Saladino	Associate	RNT
Thomas Schmack	Affiliate	PAE
Andy Squarra	Affiliate	PAE
Bonita Townsend	I	PAE
Ron Wade	II	PAE

- Rich Stowell Clinic 8/16-17 RNT
- Instrument Ground School Oct-Dec RNT

From Your President
By Howard Wolvington

Fuel Surcharge: At last our fuel costs have begun to decrease! As a result, your Trustees were able to approve a 25% reduction in the fuel surcharge to be effective July 1. We hope that this trend will continue and that we can further reduce the surcharge in future months and eventually eliminate it. The new rates are:

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$49.00	\$1.93	\$50.93
C172	\$68.00	\$2.77	\$70.77
C172S	\$87.00	\$2.77	\$89.77
C172RG	\$87.00	\$2.77	\$89.77
PA-28-151	\$68.00	\$2.77	\$70.77
Citabria	\$68.00	\$2.77	\$70.77
PA-28R200	\$89.00	\$3.15	\$92.15
C182Q	\$90.00	\$4.55	\$94.55
C182RG	\$96.00	\$4.62	\$100.62
C172XP	\$91.00	\$2.66	\$93.66
BE76	\$149.00	\$6.00	\$155.00

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Dave Richmond	6/7	David Tsui
Tim Veryioglou	6/11	D. Turlington
Phil Garner	6/17	F. Marshall
Don Broda	6/27	Lis Demco

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Matt Smith	6/15	Comm SEL	J. Yager
Alec Parslow	6/17	Taildragger	B. Guthrie
Robert Young	6/27	Private SEL	M. Ray/ R. Koehne

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	7/16	RNT

Action Aviation Fuel Tanks: During June, we made significant progress towards resolving the problems related to the subject fuel tanks. A meeting was held between BEFA, our attorney, City officials (including the City Attorney), and a representative of the Washington State Department of Ecology. In that meeting, Ecology indicated that in their view Action Aviation was responsible for the tanks. They also indicated that some funding for tank removal would be available if Action would voluntarily agree to removal and was unable to comply due to financial resources. The City agreed to suspend the previous requirement that BEFA immediately remove the tanks pending Ecology resolution of the issue with Action.

In a subsequent meeting that included the attorney for Action, Ecology presented the alternatives to Action and demanded a response. Action Aviation, through its attorney, responded that they would proceed with the voluntary removal course of action that was requested by Ecology. The specifics and the timetable are still being worked out, but this response is viewed by BEFA and by the City as a positive move forward by Action Aviation.

Floatplane: The floatplane is not yet back on the water as expected. Problems were found with the motor mount and firewall, and hence a delay was required. I wrote last month about the approximate 25-hour break-in period, during which we will need 1-hour or more cross-country type flights at 65%-75% power. This is not the 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 suggested last month 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. To support this effort, the Board approved a reduced rate of \$65 per hour during the first 25 hours.

TFRs: It is important this time of year to check with FSS or DUATS before every flight for new TFRs. The dry period has created a high potential for forest fires, and these in turn tend to create TFRs for the protection of fire crews and their aircraft support. In addition, we have visitors to the area (such as President Bush) from time to time, and these create VIP TFRs. I understand that 11 local pilots violated the most recent Presidential TFRs in Seattle. Fortunately, none (to my knowledge) were BEFA members.

The Navy has proposed that the Bangor TFR become a Prohibited area (P-51). The good news is that if this happens, the area will be further reduced in size. The bad news is that it will not go away thereafter. AOPA is in opposition to the change, and suggests a National Security Area as an alternative. The FAA is accepting public comments through August 12. Additional information is available at: <http://www.aopa.org/whatsnew/newsitems/2004/03awa7.txt>

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

C-172RG CUTLASS AT BEFA IS A NEW ADDITION

BEFA has leased a Cessna-172RG Cutlass. This is a 180 hp constant speed prop C-172 with retractable landing gear. It is known as one of the best "balanced" planes of its class flying. It's \$87 an hour and is one of my personal favorite models to fly.

STOLEN FLOWERS

Diana Cassity and I are very disappointed in whoever it was that stole the flowers that were on the front counter. They were donated to us from Dan Tracy's flower garden and were a personal gift.

GRIEVANCES

- 06/05/04 - 36339 Left out over night.
- 06/08/04 - 5344K Pitot heat left on, nav lights left on, co-

pilot armrest broken and found under plane.

- 06/13/04 - 735LH pilot door left open and swinging in the wind. Nav lights left on, fuel selector left positioned on left tank.

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:

- Charles Manry for delivering cylinder to PWT.
- John Demco and Matt Ray (CFI) for logistics in moving plane.
- Lis Demco (CFI) and Shad Pipkin for helping staff with the invoices.
- Jim Gannett for driving.
- Frank Marshall (CFI) for picking up cylinder.
- Matt Ray (CFI) for moving plane.
- Matt Ray (CFI) for washing planes.
- Peter Cookman for driving.
- Dan Tracy for ferrying pilot.
- Joe Avila for dropping off cylinder.
- Allen Reitan and Doug Withers for picking up cylinder.

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: 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
- Someone to apply weed killer to the grass/weeds growing in the cracks in our tarmac

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

Rich Stowell Return Visit to BEFA

August 16-17, 2004

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.

Fall Instrument Rating Ground School

By Frank Marshall

Working on your Private Pilot certificate this summer? Or are you a licensed pilot who's tired of worrying about getting stuck somewhere because of weather conditions that could be safely handled with an instrument rating?

It's not too early to start thinking about the next step. Now is a good time to sign up for this year's BEFA Instrument Rating Ground School. It doesn't start until October 4, but signing up now, which you can do at the Renton office, guarantees you a spot in the class. (Last year's class filled up at the last minute – the classroom can accommodate a maximum of only 16 students.)

This course will prepare you to pass the FAA Instrument Rating/Airplane Knowledge Test, and hopefully score high enough to make a good first impression on a check-ride examiner. (Last year's graduates scored an average of 94% on the FAA test.)

A good way to proceed is to start the course first, and then begin the instrument flying lessons partway through the course. This will allow you to experience the things we'll be discussing in the classroom in actual flight, and will likely

make the initial flying lessons more efficient using the background acquired from the course.

The classes will be held Monday and Wednesday evenings, October 4 thru December 6, 5:15-8:15 pm in the Renton classroom. The cost is \$300 (\$330 for non-BEFA-members), which includes an excellent Jeppesen "Guided Flight Discovery" textbook, the viewing of corresponding Jeppesen videos, the complete FAA question bank and Computer Testing Supplement, and miscellaneous supplies.

The instructor is Frank Marshall, who can be reached at (253) 838-1661 if you have any questions.

From Your Safety Officer

Mike Sievers

From the first day of flight lessons, we are all taught the procedures of pre-flight, including the run-up. At the core of the run-up procedure is the magneto check. The engine is set to the proper RPM, and you perform the normal routine. Right mag, back to both. Left mag, back to both. After awhile, this procedure of checking the magnetos almost becomes automatic. However, it can become so automatic that it is possible some may have forgotten what they are looking for. This system is one of the few on our airplane that keeps the engine running, which in turn keeps the flight from becoming one which tests your emergency landing techniques.

Checking the magnetos is really a check of the entire ignition system. The ignition system on any reciprocating (piston) engine has the same basic components. There must be a source of electricity, a distributor which tells the electricity where to go and when, wires to carry the electricity, and the spark plugs which ignite the fuel. While automobile and airplane ignition systems both accomplish the same task, the way they do it is different. Your auto ignition system shares the same battery/generator electrical system with the lights, radio, starter and every other electrical device on your car. If the battery/generator system fails on your car, the ignition system goes dead and the tow company gets some business. Our airplanes also have a battery/generator system, but it has nothing to do with engine ignition system. The FAA requires that the engine ignition system on airplanes must be separate from the battery/generator system. This is accomplished on most airplanes engines by the use of magnetos to create the ignition electricity. Further, not only must the ignition be independent of the battery/generator system, but our airplanes must also have two ignition systems independent of each other. The battery and generator can be removed from the airplane and the engine will still run (you just won't have an electrical starter). The airplane's double ignition system provides better performance because of more efficient combustion and a higher level of safety through redundancy. The magnetos themselves produce the electrical power

needed for the spark plugs by spinning magnets inside the cases that create the electricity needed. The same gears that spin the magnets in the magnetos also spin the distributor that directs the electricity to the spark plugs at the correct instant required. Each magneto has its own distributor, set of spark plugs, and spark plug wires. Each cylinder has two spark plugs, one for each magneto.

inner workings of the machine you are sharing the airspace with.

In order to understand what you should be looking for while performing the mag check during engine run-up, it is important to understand what the mag switch does. The OFF position on the mag switch is different from that of other electrical switches you use. When you switch off a radio, you remove electricity from the radio. The OFF position from the mag switch does not remove electricity from the magneto since the spinning parts of the magneto is what makes electricity in the first place. This is also important to remember when turning the propeller by hand since moving the propeller also turns the magnetos and makes electricity for the ignition system. Turning the mag switch OFF actually create a short circuit (or grounding) which keeps the magnetos from working. The wire that grounds the magnetos is called the P-lead. Although the mag switch in our airplanes shows one, there are really three OFF positions. OFF means that both mags are grounded and should not be able to power their ignition systems. Remember – grounding only occurs if the P-leads are connected properly. A broken P-lead can cause an engine start even if the propeller is moved slightly; which is the reason for switching the mag switch to the OFF position for a moment during shut-down. The other two OFF positions on the mag switch are those labeled L and R. When you switch to the left mag (L) you are actually grounding the right magneto. The only way to test a magneto is to shut off its partner. The run-up proves that each ignition system is operating without the help of the other. The BOTH position of the mag switch removes the ground from the magnetos and the engine utilizes the full dual system again. The importance of the P-leads to the magneto operation cannot be overstated. A disconnected P-lead on either magneto means that the ignition cannot be shut off in flight or on the ground (short of shutting off the fuel) – and that is dangerous. Back to the run-up – while running at the recommended power setting, switch the mags from the BOTH position to the R and L positions. Be sure to go back to the BOTH positions after each time you move the switch. You must see a drop in power, but it must not exceed the maximum allowable in the POH. Too great a drop in RPM can be an indication of several problems – anything from fouled plugs to bad wires - and needs to be checked out by a mechanic. Also, look for the difference in RPM drop between the left and right magnetos. The POH will give the maximum allowable. It is possible for the RPM drop on each mag to be within limits but the difference between each magneto to be excessive.

Knowing the airplane system is important for safety and cannot be learned once a problem develops in the air. Spend time with a flight instructor or a mechanic to learn about the

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/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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	2) Ops Officer, or 3) Any Board Member	
Everett		
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