

✈ 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>
Carlos Jose Cruz-Trabanino	Affiliate	RNT
Kevin Cuba	I	RNT
Mark Greene	I	RNT
Charles William F. Hudson	II	RNT
John Vincent Massey	III	RNT
Christa Vanderwarka	I	RNT
Chris Watts	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Dawn Gidner	7/11	Kirby/ Whiting
John Lewis	7/11	M. Ray

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Denise Siers	6/27	Private SEL	P. Kennedy
Matt Tavares	7/7	Instrument	Wolvington
Tim Sorensen	7/20	Private SEL	J. Yager

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	8/20	RNT
• <u>Rich Stowell Clinic</u>		8/16-17	RNT
• <u>Instrument Ground School</u>		Oct-Dec	RNT

From Your President
By Howard Wolvington

Fuel Surcharge: While we have had some reduction in auto gas prices over the last month, the market forces have not been as favorable for 100LL, and we have a small price increase this month. As a result, your Trustees approved a new slightly higher fuel surcharge to be effective August 1. The new rates are:

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$49.00	\$2.31	\$51.31
C172	\$68.00	\$3.32	\$71.32
C172S	\$87.00	\$3.32	\$90.32
C172RG	\$87.00	\$3.32	\$90.32
PA-28-151	\$68.00	\$3.32	\$71.32
Citabria	\$68.00	\$3.32	\$71.32
PA-28R200	\$89.00	\$3.78	\$92.78
C182Q	\$90.00	\$5.46	\$95.46
C182RG	\$96.00	\$5.54	\$101.54
C172XP	\$91.00	\$3.19	\$94.19
BE76	\$149.00	\$6.00	\$155.00

Floatplane: The floatplane is finally back on the water and the initial engine break-in is complete. Thus, it is ready for checkrides and normal usage. We will keep mineral oil in it until the next oil change, so pay attention to schedule master notices for the correct oil to add when additional oil is required. Also, mineral oil is still being used in the new C172RG (N6121V) that is on leaseback. N733XW will have a new engine about the time you receive this newsletter, and will be on break-in restrictions with mineral oil as well. If you have the opportunity to fly some C172 cross-country during the next couple of weeks, please schedule N733XW and help us to break in its new engine.

Renton Runway Closures: As noted in Schedule Master, the Renton Airport will be doing some work on the Runway during August. On Tuesday, 8/17, the entire runway will be closed from 6am to noon. On Wednesday 8/18 and Thursday 8/19 a portion of the southern part of the runway will be closed, but better than 2,400' will still be available, so flight operations will be possible (with some care) during this period. About the time that you receive this newsletter, we will have the annual Blue Angels closures for portions of the day on Friday 8/6 through Sunday 8/9. Check NOTAMs and/or Schedule Master for details.

Monitoring of 121.5: FDC NOTAM 4/4386 is still current and requires: "ALL AIRCRAFT OPERATING IN UNITED STATES NATIONAL AIRSPACE, IF CAPABLE, SHALL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5". As I understand it, the purpose of this NOTAM is to provide communications with aircraft that might be about to enter a TFR, or who have already done so and are being intercepted by military aircraft. Several times this year, while

monitoring 121.5, I have heard ATC warn an aircraft that it was about to enter a TFR. Monitoring also allows us to detect active ELTs as we fly, and might result in the early dispatch of Search and Rescue to a fellow pilot in need.

In most BEFA aircraft, we have two radios, so I suggest to my students that the active frequency on the #2 radio should always be 121.5. The audio panel is set to monitor #2, while we transmit and receive on #1. The standby in #2 can be used for ATIS, and we leave 121.5 for a short period of time when necessary to listen to it. We always transmit to ATC/Tower/CTAF using the #1 radio. This works pretty well. Other procedures can also be used, but I encourage all BEFA members to find some effective procedure that allows them to monitor 121.5. With Presidential elections, forest fires, and the standard area TFRs, it is all too easy to run into something that could ruin your day.

2004 Spot Landing and Bomb Drop Contest

by Al Sipe and John Scearce

Have you ever done a no-power landing in the grass? Could you land in a farmer's field if the engine quit? Could you set it down after the fence but far enough in front of the trees to get stopped before you hit them? Would you like to find out safely? Well, here's your chance.

We are writing this article to invite you to join your fellow aviators for the "almost annual" BEFA Spot Landing and Bomb Drop contest. The winners get their names on a plaque. In years past, the winners have mostly been students because they have had the most recent short field practice. We recently put out a request for volunteers to get this contest going, and plenty of people have signed up, so BEFA is officially GO for the Spot Landing and Bomb Drop Contest this year.

Al

Fifteen years ago, when I started with the Boeing flying club, I saw the announcements for the Spot Landing Contest. I assumed it was a show of skill by our best pilots (mostly instructors). I even went out to watch a couple of years.

It wasn't until a few years later, when I stepped in as interim VP, that I learned "Spot Landing Contest" is a misnomer. A more accurate name might be "No-Power Grass-Strip-Landing Contest", but "Spot Landing" just sounds better!

To my surprise, I won a few years ago. I was taking instrument lessons at the time and probably had more approaches than average. The "winner" is by no means a forgone conclusion. The only losers are those who do not participate.

John

Al, when I was a student pilot, I had the same misgivings about the Spot Landing contest as you. When I finally showed up, I had fun, got to meet more members and had a great time.

For example, in the Bomb Drop, we fly 200' AGL above the center of the airstrip and drop small paper-and-balsa wood "bombs", like model rockets without engines. The goal is to drop your bombs closest to a target. Done correctly, the bomb drop is a well-executed low pass. One year I was even a co-winner of the Bomb Drop contest with Dave Tsui as pilot, while I was the bombardier.

Al

Yes, but not only fun. It's good practice too. Similarly, I think of a Spot Landing as a low slow approach in which the pilot uses pitch and a forward slip to precisely cause the wheels to touch down at a preplanned spot. The Spot Landing contest is in fact a practice power off landing in the grass.

How does it work? Simple. There's a target line marked with tape across the approach end of the field. Contestants set up a normal landing pattern for landing at the airstrip, but instead of the normal power reduction, each contestant is required to reduce the engine to idle at the start of the base leg. Adding power or touching down short of a target line incurs a penalty. A go-around means forfeiture of that turn. The winner is the one who touches down closest to the target line without touching down before it. Pilots with recent engine out and slip practice have an advantage. The high time pilots and the instructors usually are at a disadvantage because their typical flights do not end with a power off approach and they often get used to using the same geographic cues to land by.

The key is to stay a little high and use a slip to control the descent. This gives the pilot additional control. It is also exactly the skill needed to handle a forced landing and one, which gets very little practice in normal flying.

John

Al, don't forget—we also grill some tasty BBQ (conditions permitting) to feed those hungry pilots, volunteers, family and friends after a long day of flying, bombing and measuring. It's a perfect way to end the contest.

How to Get Involved

A signup sheet for volunteers and participants has already been posted on the counter in the BEFA Renton office. If that's not convenient for you, contact the staff by phone or email to add your name, or call one of us (Al or John). Since the Auburn Air Academy airstrip is closed this year, we will

find a new location and then announce a September date. We are checking on several good candidate sites already.

Non-flyers are welcome to bring large number signs for the landing quality judging; may help with the BBQ or just watch.

We encourage everyone to think "flying practice" whenever they hear "Spot Landing Contest". Please do not feel like you have to be a Flying Ace to come join the fun.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

PINCH HITTER COURSE SIGN UP

If you are a BEFA member with a flight companion who would be interested in learning the basics on flight ops and landing a plane if you're incapacitated, please call the office to sign up. This is typically two ground school sessions followed by a few flight lessons (per AOPA syllabus) tailored to teaching the companion how to get help in the air and land the airplane. Please call the office to register. We have no firm date until we reach 5 students.

Notes From The Office

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**

Weather is a science, and while you are not expected to be a meteorologist, you need to be able to understand basic weather as well as being able to interpret official weather information. Starting with the Weather Channel or TV News and looking over the daily newspaper some time before a flight is the first task. After developing a basic understanding of the daily weather across the route of flight, reviewing the aviation publications and weather services will result in an understanding why, where, and when specific weather events may occur. There are several sources for obtaining the weather information needed prior to your flight with the most relevant depending upon how far in advance your flight is scheduled. These include official aviation weather information such as telephone contact with FAA flight service stations and internet contact with one or more of the numerous aviation weather web sites. However, in order to decode the information provided, it is sometimes necessary to refer to the Aviation Weather Services Manual. How is all of this information used before a flight? The following contains the most pertinent steps to follow when weather is a factor. Common sense will allow you to eliminate some steps when weather is favorable.

- Seven days out: Start monitoring the Weather Channel or long range forecasts on the local TV news stations.
- Two days out: Use the internet to monitor the various significant weather prognostic charts and the two-day convective outlook chart.
- Twenty-four hours out: Use the internet to monitor terminal forecasts (TAFs) and the one-day convective outlook chart.
- Twelve to eighteen hours out: Use the internet to monitor the TAFs, area forecasts, and the surface aviation weather observation (METARs). Unanticipated conditions can cause a forecast to become invalid. As a pilot, your first task is to validate the current forecast by comparing the current TAF and area forecast to the METARs. If the forecast is correct or if the actual weather is better than forecast, you can treat the forecast with a high level of confidence. If you find

discrepancies, further investigation is needed. If the forecast looks good for your flight, the next objective is to check for hazardous weather. Those reports are contained in convective SIGMETS, SIGMETS, AIRMETS, and urgent pilot reports as explained in the Aviation Weather Services Manual.

- Six hours out: Call flight services to obtain a standard weather briefing. You can file your flight plan at this time and get advice regarding your route of flight. This is also the point in time where you will find if your flight is threatened by other factors, such as NOTAMs advising that your destination is closed, for example, or temporary flight restrictions in effect. While this type of information is usually found in the internet sites, they are usually buried to the extent that they can be missed. A briefer can pick them out and alert you these hazards, which could affect your flight, or even your status as a pilot should you fly where you are not supposed to be.

Good pilots are weather wise. You started this process by watching the Weather Channel and the daily TV news or newspaper weather maps. Don't stop this activity. If you stay in tune with all of the daily estimates, you will have a better feel for aviation weather information that you receive from official sources when you plan and execute your flight.

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 \$200. 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

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	2) Ops Officer, or 3) Any Board Member	
Everett		
Office		Voice 425-717-2332 Fax 425-717-2336
Maintenance Mgr:	Larry Fields	Wk 425-266-9787
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