

✈ 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>
Patrick Bryant	III	RNT
Barry Clemens	I	RNT
Doug Pegors	II	RNT
Ken Price	II	RNT
Gustavo Pulvirenti	Affiliate	RNT
Jason Ryder	I	RNT
Jordan Ryder	I	RNT
Randon Stewart	Affiliate	RNT
Kevin Sullivan	III	RNT

From Your President By Howard Wolvington

Fuel Surcharge: BEFA fuel costs for September have remained unchanged from those applicable to August. Thus, the fuel surcharge has been maintained at the same level as last month. The rates remain:

<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

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
David Keil	6/27	M. Dubbury
H. Frank Bond	7/14	P. Whiting
Christ Watts	8/2	L. Demco
Andy Squarra		P. Kennedy
Thomas Schmack		P. Kennedy
Yoshinari Suzuki		P. Kennedy

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Jeff Wirrick	8/11	Private SEL	P. Kennedy
John Lewis	8/13	Private SEL	M. Ray
Eric Tomlinson	8/16	Instrument	K. Davis
Matt Reid	8/16	Instrument	K. Davis
Cody Hargreaves	8/18	Instrument	K. Davis

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	9/17	RNT
• <u>Instrument Ground School</u>		Oct-Dec	RNT
• <u>Private Pilot Ground School</u>	6-8:30p	10/5	RNT

Election: Next month (October) BEFA will send out a ballot for election of officers for 2005. The nominating committee (Bill Shepherd, chair) is hard at work finding candidates for the open officer positions. These are President, Secretary, and Operation Officer. Members who might want to run for office, or who have a candidate that should be considered by the committee, should contact Bill at the email or phone numbers listed in Bill's article (below).

Potential Bylaws Change: Your Board is considering a potential change to our membership criteria that is contained in our Bylaws. The potential change would provide additional flexibility for the Board to accept Guest members. The current Bylaws specify criteria for Guest membership and give limited examples such as FAA employees, and employees of BEFA suppliers. The change under consideration has been adopted by a similar organization, (the Boeing Employees Soaring Club), and would give broad discretion to the Board to accept Guest members. The new criteria would be "Other individuals whose membership, in the judgment of the Board, would support and benefit the activities of BEFA." It would also specify that former BEFA members are eligible for Guest membership.

The change, if recommended and adopted, would provide flexibility for the Board to accept additional Guest members that would help cover our fixed costs, and would provide stability during future times of rising and falling Boeing employment. It would also allow BEFA to meet the requirements in our Lease with the City of Renton for general "Flight Training".

Members who have comments with respect to this potential change should contact any Board member and express their opinions prior to our next scheduled Board meeting – September 17, 2004. At that meeting, the Board will consider this issue and determine if it should be recommended to our membership. If so recommended, it will appear on the October ballot for ratification by our members.

BEFA Elections

Nominating Committee Seeking Candidates for the October Board Elections

By Bill Shepherd

The annual elections for members of the BEFA Board of Trustees will be held in October to fill the jobs of President, Operations Officer, and Secretary. The nominating committee began its search for qualified candidates for these important positions in mid-August, and is soliciting membership input. If you have an interest in one of the positions, or know of an individual who you wish to recommend, please get in touch with the nominating committee chairman Bill Shepherd who can be reached through a message left at the Renton office, by e-mail (capnbill@centurytel.net) or by phone (206 463 2176 hm, 206 200 2716 cell).

Relevant experience related to specific duties of the position sought and some familiarity with BEFA management issues is helpful, but not mandatory.

The President has traditionally had previous experience as a BEFA Board member (often with time spent as Operations Officer), or a long term member. The President is expected to guide BEFA business operations, and represent the Association to the community. This position requires that the candidate is a Boeing employee, or retiree.

The Operations Officer is responsible for maintenance planning and execution, as well as most day-to-day operational activities. The Operations Officer works in close cooperation with the Operations Manager. Experience with the Board, and/or a background in aircraft maintenance and fleet planning is an asset. This position can be occupied by any BEFA participating member.

The Secretary is responsible for BEFA record keeping and communication. This is an important Board position that is also an excellent starting point for Board service. The position is open to all Participating members.

October will be here well before we are ready for it, so please respond soon. The nomination process will be completed in September to support the election schedule.

2004 Spot Landing and Bomb Drop Contest Cancelled; No Site Available
by John Scearce

Last month I proposed a group of volunteers work together to find a new location for the BEFA Spot Landing and Bomb Drop Contest. A group of experienced volunteers did come forward, and proceeded to work steadily on the problems of getting ready for the event. Unfortunately, after several of us worked for a month proposing sites, making calls and working our aviation contacts, we failed to find even one candidate location willing and ready to host our event. We're out of time and—in a literal, but not dangerous sense—"out of runway" on this year's event. There's no good reason to believe we can make the event happen at this point. I made some phone calls to consult with team members about this, then I decided to cancel it. I'm sorry if any of you are disappointed about this cancellation, but since only a handful signed up for participation, there don't seem to be too many interested this year. Probably people were unable to sign up without knowing the date, so the low number may be a side-effect of our inability to specify any date or location.

I asked team members to meet with me in the next couple of weeks to review our options and try to prepare better for next year by getting our equipment (paper "bombs", marking tape and so forth) back into usable shape and coming up with another plan to locate a site. I'm not ready to give up on this event completely, and the manager of one of our alternate sites expressed interest in considering our request for next year. If you have any suggestions, complaints or contributions of any kind to offer us regarding this contest in general, please let me know. In particular, if any of you would be willing to have a BBQ or perhaps another Bath and BBQ, please say so. I'd be up for that myself.

Safety and Operations Briefing
By Wes McKechnie, BEFA Operations Manager

BEFA UPCOMING GROUND SCHOOLS

Two BEFA sponsored Ground Schools are coming up, so please get the word out to those who are not Boeing employees or vendors of Boeing. Boeing employees/vendors can take the free LEAD Ground School sponsored Boeing Off

Hours Training. The BEFA class is open to anybody who wishes to take the class. The cost is \$330 for non-members and \$295 for BEFA members. The Private Pilot Ground School starts October 4, 2005, and will be held on Monday and Wednesday 6:00 to 8:30 PM for 9 to 10 weeks. The Instrument Ground School has only 4 students signed up, we need 4 more to make this class a "go" and set a start date. Please call the Renton Office for registration as soon as possible for either of these classes at (425) 237-2332.

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.

BURIEN DEPARTURE PROCEDURES CHANGED

An attempt to make the "Burien Departure" over SeaTac safer has resulted in the following change:

In North Flow, it will now be a RIGHT DOWNWIND departure climb to 1,500' taking caution not to drift over the approach centerline to Runway 33 when on the southbound downwind leg, (angle more toward Lake Youngs). Tower will advise when to contact SeaTac. On South Flow operations, depart straight out and climb to 1,500', tower will advise when to contact SeaTac. Renton Tower is very aware of expediting the hand off as soon as practical to SeaTac to avoid an extended flight south of SeaTac crossing area. This procedure may well change in the future given how this procedure works out. SeaTac, Boeing and Renton Tower ATCs will evaluate this and may make changes if need be. Please contact us or ask the tower controller if you have any questions on this procedure. The "Renton Arrival" remains unchanged.

AN IMPORTANT REMINDER

(From August 13th AOPA on-line newsletter)

AIRPORT WATCH CONCEPT HELPS NAB 'BAD GUYS'

Here's proof that GA airports really are small communities and that the "residents" know when something is amiss. On Wednesday, this led to the nabbing of some suspicious characters at St. Louis Downtown Airport. It all started when a man telephoned an FBO not far from the Gateway Arch and asked about chartering a helicopter. About an hour later, two men walked into the FBO, pulled out cash to pay for the flight, and presented driver's licenses from two different states as ID. Office staff noticed their car was registered in a third

state and called the FBI and local police. FBO workers stalled the two suspects until the authorities arrived. After a little time behind bars, the two "terrorists" confessed that they were NBC employees from New York. Their assignment: A story on how "easy" it is to get information and directions to a helicopter and then hijack it. St. Louis was their first attempt; the network reportedly planned similar tries to penetrate security at airports around the country. "This incident demonstrates the validity of the Airport Watch concept," said AOPA President Phil Boyer. "Vigilant pilots and airport workers make the best security force because they know who does and doesn't belong at the airport. They can easily spot the things that just don't seem right." For more, see AOPA Online.

AIR-CONDITIONING/HEATING

If any members have a reliable, licensed and bonded Heating and Air-conditioning company that could provide a bid for a unit and installation for the upstairs area of the hangar building, please have them contact me. It is just for an informational bid at this time.

TAKE CARE OF THE PROPS AND SEATS

This information is part of providing a continuing view of unseen costs charged by Maintenance that the membership can help with. For an operation of this size we actually do pretty good compared to the other operators in this area. For the most part we are very well disciplined and conscientious, especially for a semi-self dispatching operation. None the less, we have room for improvement in some areas.

A reminder to watch where you do the runups. The expected prop life is greatly diminished by doing runups in rough areas or paved areas littered with rocks and debris. Holding the control yoke full aft can help keep the prop a little further from the ground and less susceptible to sucking in debris. "Gunning" the throttle too much also causes FOD to get picked up from the ground and sucked into the prop, which causes ablating and pock marking to the propeller blades. The subsequent squawk from the next preflighting pilot usually requires "dressing" the blades to varying amounts which consists of our mechanics literally filing and shaving the leading edge down to remove the damage. This further reduces the size and life of our props. It can cause (as an example) a prop with 2000 hours of life left on it to be reduced quickly to 1600 hours if enough gets filed off, bringing us that much closer to purchasing new blades. As an example of the costs, a new set of blades recently purchased for the R-182 is \$5,500. This can be an unexpected expense as new prop purchases were not planned for that maintenance period. This greatly impacts our "Major Maintenance" budget contributing to going over planned allocated amounts.

Another example of a seemingly small item that adds up big is the seat adjustment device, a common source of problems.

Remember not to wind the seat up or down beyond the point of the stops. Seems hard to do and common sense, but it happens. Watch particularly what your passenger is doing with the seat and explain the use and proper operation. Forcing the crank bends and strips out the main jack screw and big bolt resulting in purchasing of these items. I've even seen pilots forget to undo their lap belt while cranking the seat up which causes the same problem as they try to force it to go up when the lap belt is keeping it from going further. Yes, the ever squeezing of the lap and hips eventually wises the pilot or passenger up, but by then the damage probably has already been done. Heavy people should get off the seat and adjust it empty. Recent purchase of just the big bolt for one plane was almost \$200, and the jack screw is only "made on demand" and will probably run well over that depending on what option is open to me. These items are not "cheaply made", remember manufacturers are purposely making them light weight for the obvious reason therefore require more care than your SUV. This requires a professional mentality of care by us of our assets. Remember, they belong to you, not the Boeing Company.

I'll try to add tips every month or so to keep you aware of things you can do to keep your cost of flying stable.

GRIEVANCES:

- 7/13 & 7/14 No show for two booked flights with no cancellation.
- 7/6/04 Tire pressure gauge damaged/broken.
- 7/16/04 4801D Substance spilled on floor not cleaned up.
- 7/21/04 704RY Master switch left on.
- 7/26/04 704RY All lights and transponder left on.
- 8/3/04 4801D Key missing.
- 8/3/04 Renton office sliding door, front door, simroom window and hangar main door all were left open after hours.

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 volunteers for July and August:

JULY

- Tony Diamond, Phil Garner, Kip Davis (CFI), Dan Tracy Matt Ray (CFI) and Phil Kennedy (CFI) for stuffing invoices.
- Alan Reitan and Dan Turlington (CFI) for repositioning airplanes.
- Les Kyger for changing his schedule to accommodate maintenance.
- Shad Pipkin for repositioning airplanes.

- Matt Ray (CFI) for arranging wash details and cleaning the planes.
- Einar Ask for helping Matt wash planes.
- Maynard Winchester for making aircraft key identifiers.
- Norm Craven (CFI) and Jim Gannett for driving/repositioning pilots.
- Norm Craven (CFI) and Bob Guthrie (CFI) for filling in the Safety Officer position while Mike's in Moscow.
- Jim Goodnow for office supplies.
- John Lewis for donating and installing a wireless router at the Renton office and supplying pizza.
- Bonnie Cole for providing breakfast for BEFA members Saturday morning at the Renton facility, homemade waffles and blueberries!

AUGUST

- Pete Cookman, Jim Gannett, Matt Ray (CFI), Rochelle Oslick (CFI), and Stuart Lancaster (CFI) for stuffing invoices.
- Matt Ray (CFI) and Einar Ask for washing airplanes.
- Jeff Pelton for transporting pilots.
- Dan Turlington (CFI) for mowing/weed whacking the Renton facility.
- Dawn Gidner for cleaning and conditioning the leather seats on 54088.
- Vince Massey for picking up a spare cylinder at Avian in Bremerton.
- Bonnie Cole for bringing in home baked goods on Saturday. (Members are encouraged to do this any day of the week).
- Bob Guthrie (CFI) for making a parts run to BFI.
- Austin Watson for cleaning/weed whacking the tarmac grass.
- Mike Sievers (CFI) for repairing the light in the debrief room.
- Rob Wilson for repairing the broken tail tiedown anchor.

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
- Someone with vending machine experience to fix one of the soda dispensers that does not work.

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

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.

Spin Training and Aerobatics in BEFA's Citabria **By Rochelle Oslick**

Rich Stowell, NAFI Master Flight Instructor – Aerobatics, visited BEFA for the third time in 2 years, on August 16 and 17th, to provide flight training on spins, unusual attitude recovery procedures and aerobatics in our Citabria. During these two days, the Citabria flew all of the scheduled 10 training flights, including 34 spins. Several of the BEFA pilots and a student pilot who participated in this training had no prior tailwheel or spin experience, while pilots were BEFA CFIs enhancing their flying skills and Citabria pilots learning more about spins and aerobatics. BEFA student pilot, Austin Watson, provided the following anecdote from an e-mail to an airline pilot friend from his experience with Rich:

"I had the coolest lesson last night in a Citabria. It's a sport-car airplane, 2 seater front & back with stick, no flaps, big engine, tail dragger, cloth skin. The lesson was by a guy, Rich Stowell, who is an aerobatic pilot. He's at <http://www.richstowell.com>

I sat in front. He told me what to do. Started off with a bunch of stalls. What a great plane to stall. Very stable. Then we did about six spins and an equal amount of spin recoveries. A good skill to learn and I got comfortable once I figured out where to plant my eyes (the ground). We did one loop on the way back home. That would be the over the top loop, not the steep turn loop! :-) Awesome. Ended up with a slip to a landing. You guys ever do that? Fly sideways to the threshold then straighten out and touch down?"

Our Citabria is a great airplane for getting your tailwheel endorsement, further developing your stall/spin awareness, and learning aerobatic maneuvers. These types of training are not available at most FBOs in this area. For more information about flying the Citabria, see BEFA's CFI list and contact one of the tailwheel or aerobatic flight instructors.

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 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:

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WebMaster Chuck Malmsten: chuck.malmsten@boeing.com

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Everett		
Office		Voice: 425-717-2332 Fax: 425-717-2336
Maintenance Mgr:	Larry Fields	Wk: 425-266-9787
Facilities:	Oscar Naimi	Wk: 425-342-8853
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