

# ✈ 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>
Marta Najfeld	Affiliate	RNT

<b>C182RG</b>	\$96.00	\$5.68	\$101.68
<b>C172XP</b>	\$91.00	\$3.27	\$94.27
<b>BE76</b>	\$149.00	\$6.00	\$155.00

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Bill Hudson	8/27	L. Day

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Jeff Pelton	9/16	Private SEL	L. Demco
Allen Koenig	9/17	Instrument	D. Turlington
Jim Halvorson	9/30	Private	D. Turlington
Chris Yeeles	9/30	Instrument	D. Turlington

## 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	10/15	RNT
• <u>Instrument Ground School</u>		Oct-Dec	RNT
• <u>Private Pilot Ground School</u>	6-8:30p	10/5	RNT

## From Your President By Howard Wolvington

**Fuel Surcharge:** BEFA fuel costs and the end of September increased slightly. Thus, the fuel surcharge has been increased. It is a very small change, as the cost of 1 hour of C172 time go up by 8 cents. The new rates to be effective October 1, 2004 are:

Aircraft	Base Rate	Surcharge	New Rate
<b>C150</b>	\$49.00	\$2.37	\$51.37
<b>C172</b>	\$68.00	\$3.40	\$71.40
<b>C172S</b>	\$87.00	\$3.40	\$90.40
<b>C172RG</b>	\$87.00	\$3.40	\$90.40
<b>PA-28-151</b>	\$68.00	\$3.40	\$71.40
<b>Citabria</b>	\$68.00	\$3.40	\$71.40
<b>PA-28R200</b>	\$89.00	\$3.87	\$92.87
<b>C182Q</b>	\$90.00	\$5.59	\$95.59

**Election:** BEFA ballots for election of the new 2005 officers, and for consideration of a change to our Bylaws, will be in the mail to members. The completed ballots must be received at BEFA by 5pm on October 31, 2004. Please DO NOT send the ballots to BEFA with payments on invoices, as the election committee has indicated that this is not an acceptable method of submission.

**Cross-Country:** I just returned from a cross-country (to and from Washington D.C.) in my Comanche 250. I departed RNT on Monday morning 9/20 and flew to Des Moines, IA, for a visit with my daughter and grandchildren. The first leg to Helena, MT was an interesting start. I planned to stay on top of the clouds to stay out of possible icing conditions. The initial altitude was 9,000, but several times I saw clouds ahead at my cruise altitude and requested a climb. I eventually got up to 17,000 and of course was on my portable O2 system. At that altitude, OAT was -16°C, but with careful mixture settings and a tail wind, I was still getting a ground speed of 149 KTS. I got no ice on the wings, prop, or windshield, but was a bit concerned as I saw some at the top front of the cowl. After the flight I realized that the clouds were too cold to produce airframe icing, and that the bit of moisture on the cowl was from the engine heating the air as it passed through the cowl and releasing the moisture. As I approached Helena, I was able to descend to the MEA of 10,000. I then flew the GPS R9 approach through the scattered to broken clouds to HLN without any ice.

The second leg involved a bit more than 2 hours in IMC at 13,000' and then I was finally on top for the balance of the leg to Nebraska. There was no ice. The third leg involved circumnavigation of some isolated thunderstorms, and I arrived in Des Moines after 9.4 Hobbs hours for the day.

Two days later, I flew a single 4-hour leg to Shelbyville, TN for a visit with a son and grandchildren. This flight was all in VMC conditions, and in absolutely smooth air. The final leg on Thursday got me to Manassas, VA. This airport is under the Washington ADIZ, but this is a non-issue for IFR traffic.

On Saturday, I took two friends from Manassas to Bay Bridge on the other side of the ADIZ via a VFR flight for a crab cake

lunch. VFR in the ADIZ is like IFR in that you have a mandatory transponder code, and are in two-way communication with ATC, but you fly VFR routes, altitudes and rules. I guess that I did OK, as there was no encounters with fighters.

After a visit to the new Udvar-Hazy aerospace museum at Dulles Airport and some social and church events with my wife, I departed on Monday, 9/27 for Denver. Most of this was uneventful with a rare slight tailwind Westbound, and I think that some of this was the flow from the remains of hurricane Jeannie. I made fuel stops in Bloomington, IN and Maryville, MO. The last leg through Kansas involved more circumnavigation of thunderstorms. I do this by looking out the window, consultation with FSS and ATC, and then requesting deviations from ATC to get safely around the cells. The technique works just fine as long as you can see where you are going. You can do it below the bases by looking at the rain shafts or on top by looking at the CBs. Do not try it with embedded thunderstorms.

On Wednesday, 9/29 I returned from Denver to Renton. The first leg was from Centennial to Ft Bridger, WY. This leg was uneventful in VFR conditions, except that when I got to the destination, I was informed that they had run out of 100LL the day before! There was no NOTAM about the fuel supply problem, and I was not happy about the stop. I did have adequate fuel to continue to the next stop, and could have saved the landing and takeoff time if the FBO manager had posted fuel status.

The second leg went IMC about 10 minutes after takeoff. I was in and out of the base of clouds at the MEA of 13,000' and the outside temperature was 1°C. The airlines were reporting mixed icing up at 17,000' in and out of Salt Lake City, and while I could usually see the ground, I was on edge watching for ice. I was prepared to turn around, but I did not get any. After the 25-minute segment, I was able to descend to 10,000 and got under the clouds and into warmer temperatures. The second fuel stop at Nampa, ID featured a great FBO, with a nice café on the roof with outside seating overlooking the runway. I had tail winds all of the way home, and just needed to descend through a few clouds to a visual approach into Renton.

The final trip statistics are: 4,655nm, 34.2 Hobbs hours over 5 flying days, 3.5 hours IMC, 1 instrument approach, 468 gallons 100LL, 136kts average ground speed (including taxi and runup), no equipment problems – overall a very pleasant trip.

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**BEFA Board of Trustees Elections**

**By Bill Shepherd**

The BEFA nominating committee presents the following slate of candidates for the BEFA Board of Trustees:

<b>President</b>	Frank Marshall	Norm Craven
<b>Operations Officer</b>	Walt Cameron	Brad Schrott
<b>Secretary</b>	Matt Smith	Darrel Spitze

The committee believes that these candidates offer excellent choices to the BEFA membership, and will all be assets in managing association activities. The Board provides important BEFA business management, for our \$1M/year operation. All candidates are accepting a serious commitment to the success of BEFA, and deserve our appreciation.

Ballots for the election will be mailed in early October. The election is open until the end of October. Ballots may be returned directly to the RNT office ballot box through 1700 on 10/31/04. Mail-in ballots must be received by the office no later than 10/28/04 in order to be counted.

Counting will take place at the RNT office at 1700 on 11/1/04. Any member is welcome to attend the count. Please note that the ballots are accompanied by a security envelope. The ballots must be returned in the security envelope. Any ballot that is not in a security envelope will not be counted. Please do not send your ballots with your BEFA bill payment to make sure they are properly identified and included in the count.

The nomination committee members are Bob Guthrie, Oscar Naimi, Karen Stemwell, Jack Yager, and Bill Shepherd (Chair). All have worked hard to ensure a storing slate of candidates for the association, and deserve membership thanks.

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**Safety and Operations Briefing**

**By Wes McKechnie, BEFA Operations Manager**

**WELCOME TO SHEL BENTLY & THANKS TO THE BEFA CREW**

We'd like to thank the BEFA Crew for their dedication in doing the maintenance allowed by Part 43 of the FARs. The oil changes alone save the Association considerable money.

And a welcome to Shel Bently who has recently joined the BEFA Crew and is helping out on Thursday and Sunday maintenance nights. We still need volunteers, especially for the less glamorous tasks such as hangar cleaning. It's in pretty dire need of cleaning, and if there is a group who can participate in this task, please contact us. Thank You.

**TAKE CARE OF PUSH-TO-TALK SWITCHES & TROUBLESHOOTING**

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. Nonetheless, we all have room for improvement and we'll review a few of these issues.

Last month we looked at aircraft seat problems and the cost of fixing them. This month let's look at the push to talk switch. With as much use as these little switches get, it's amazing they last as long as they do. One major problem with them that I've confirmed with two different avionics shops, (Don at Washington Avionics and Jack at Aerotec), and learned from personal experience is that they will not function if they are pressed too hard. If for some reason, usually when in an anxious/stressful situation, pilots and particularly nervous students tend to "mash" the button down with the strength of 10,000 men. Eventually this actually breaks the connection or causes that "scratchy" complaint we see on squawks when a normal or light amount of pressure will allow the switch to behave as advertised. This explains why subsequent flights will often do a follow up response; "functioned normally for me". Repeated hard mashing of the switch will eventually cause the connection to be compromised resulting in the continual scratchiness no matter what amount of pressure is applied, then eventually complete failure. "Why not use a different type of switch", you may rightly ask? We have tried two or three different types and the failure rate was simply unacceptable. The Mason switch at this time seems to be the most reliable and long lasting, but we're still looking around at other options. If they seem to be consistently "recalcitrant" on a flight, experiment with different levels of pressure or even side loads. Usually you can find the proper "magic" pressure or position to make it work, and we'll fix or replace it as soon as is reasonable after your flight. Loose head phone jacks, broken wiring on the headphone mic, hand held mic (even if you're not using it) not plugged in all the way and even simple line of sight obstructions while transmitting have lead pilots to erroneously conclude that the push to talk switch is faulty. Also, being electrical these anomalies seem to have a mind of their own, disappearing for long periods of time making diagnosis frustratingly impossible. The cost on the last switch we purchased is now about \$80+ and then there is the labor to install, (though the Crew can occasionally do it). Some Piper factory switches are in excess of \$200! So please be gentle with this switch, pressing real hard is usually not going work. Like most things with flying, it's finesse and an "easy does it" touch that keeps components from breaking and subsequently our maintenance costs down. Fly vigilant but relaxed.

We'll try to add tips each month or so to keep you aware of things to help stabilize our cost of flying.

#### **6121V RATE CHANGE**

Cutlass 6121V will be priced at \$89 per tach hour starting November 1st, 2004.

#### **GRIEVANCES:**

- 9/11/04 7568T: Oily rags left in back pocket.

- 9/20/04 41896: Pitot cover left off, luggage door left open.
- 9/30/04 54088: Tow bar left on nose wheel.

### **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:

- Bob Guthrie (CFI) and Peter Cookman for helping with the invoice stuffing.
- Janice and Phil Garner for donating office supplies and file cabinet.
- Frank Marshall (CFI) for running parts.
- Phil Garner for making extra set of aircraft keys.
- Shad Pipkin for delivery of cylinder to Avion at PWT.
- Will Allen (CFI) for repositioning planes.
- Frank Marshall (CFI) for repositioning plane.
- Mike Sievers (CFI) for replacing two light fixtures in the office.
- As always, much thanks to the BEFA Crew for all their hard work.

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.
- 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!

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## 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.

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## From Your Safety Office

By Mike Sievers

Blackout dates are an annoyance to commercial airline travelers. Now a new and different kind of blackout could become a problem for general aviation pilots. This will take the form of the military's Lights Out training program happening in selected military operating areas (MOA), allowing high speed military aircraft to fly at night without lights. The military has been granted an exemption from FAR 91.209 (a)(1), which states that all aircraft must have position lights on from sunset to sunrise. This allows the military to operate incognito at night in some MOAs. Lights-out training has been conducted for years in restricted and warning areas, but GA pilots rarely, if ever, flew in that airspace. Now, with this exemption, they have our attention. Granted, lights-out exercises are not just for fun. Lights-out training is necessary to allow pilots to work with night vision goggles (NVG). This piece of equipment not only helps pilot avoid detection, but they also help make night emergencies much more manageable because of the enhanced situational awareness. NVGs work by taking the very small amount of available light at night and amplifying it so pilots can literally see in the dark. If there is too much light available (including their own aircraft lighting) the view through the NVGs washes out, which can be very disorienting to the pilots. Fortunately for us, the military does not have the luxury of commencing lights-out training whenever the notion arises. They are required to inform GA pilots in advance via the NOTAM system. Once the maneuvers have started, you can expect to find multiple military aircraft practicing tactical maneuvers at high speeds. What happens when we GA pilots stroll through this mix of aeronautical metal? Whenever non-participating (i.e.: civilian) VFR traffic enters a MOA during lights-out training, regardless of whether the traffic is on a flight plan or receiving traffic advisories, the military will suspend, or terminate the exercise. Sometimes they can set a floor of 1,000 feet above the traffic and continue the exercise, or they simply hold off until we pass through at 100 knots, possibly sending some aircraft home early due to diminished fuel reserves. Other times they call it a night.

There is a delicate balance between access versus courtesy. MOAs are not restricted, but how many times has a GA pilot unknowingly suspended or terminated a costly training exercise. If an MOA is cold, there is no problem with going through. However, if it is hot for your next night flight, it may be a good idea for all concerned to go around the MOA if possible. Basic safety is another consideration. It is not wise to assert our FAA-given right to be in an MOA whenever the notion arises and then end up in a midair collision. The ultimate goal is to avoid close encounters of the life-threatening kind. It all boils down to the fact that the military jets have ejection seats and, unless BEFA has one heck of an STC (which we don't) then it is safe to assume that we don't

have that luxury. For operations in a MOA, the AOPA Air Safety Foundation recommends that pilots turn to the AIM for current guidelines. Consider the following tow steps to avoid unpleasantness –

1. During preflight, contact any FSS with 100 miles of the area to obtain accurate information about the MOAs' hours of operations.

2. Before you enter an active MOA contact the controlling agency for traffic advisories.

Take care to learn about this new challenge. Even though blackout dates may or may not appear in the local MOAs, such details could affect a future cross-country.

**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:**

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

**WebMaster:** Chuck Malmsten:  
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	2) Ops Officer, or 3) Any Board Member	
<b>Everett</b>		
<b>Office</b>		Voice: 425-717-2332 Fax: 425-717-2336
<b>Maintenance Mgr:</b>	Larry Fields	Wk: 425-266-9787
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<b>Safety Mgr:</b>	Sandor Paulay	Wk: 425-342-5511
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