

# ✈ 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>
Robert Daher	II	RNT
Michael Martin	III	RNT
Noel Sahakian	III	RNT
Jacob Sullivan	III	RNT

<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

### New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Richard Munger	10/9	D. Tsui

### Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Tim Veryioglou	10/3	Private SEL	Wolvington/ Turlington
Randon Stewart	10/18	ATP (SEL)	Wolvington
H. Frank Bond	11/1	Private SEL	Whiting

### Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <i>Aircraft Maintenance Team.</i> (Contact Walt Cameron)	6-9pm	TH	RNT
• <i>Board Meeting</i>	5:00p	11/19	RNT

### From Your President By Howard Wolvington

**Fuel Surcharge:** BEFA fuel costs during October continued to increase with the price of oil. The fuel surcharge has been adjusted and the leaseback owners have increased the new base rate for the C172RG. The new rates to be effective November 1, 2004 are:

<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>C172RG</b>	\$89.00	\$3.71	\$92.71
<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

**Election:** The BEFA election committee has counted the votes and certified the results of our annual election. Congratulations are in order for the following officers who have been elected for the 2005-2006 term: Frank Marshall, President; Walt Cameron, Operations Officer; Darrel Spitze, Secretary. The proposed Bylaws amendment was approved by BEFA membership. I would offer my thanks, on behalf of the membership, to the election committee for their hard work, and for all of the candidates that agreed to allow their names on the ballot.

**AOPA EXPO 2004:** On Wednesday 10/20, Joe Kranak and I left Renton in my Comanche to attend the 2004 AOPA EXPO in Long Beach CA. The flying each way was interesting with a few challenges from weather and other events. I had selected Redding CA (KRDD) as our fuel stop on the way down because of favorable self-service fuel prices posted on [www.AirNav.com](http://www.AirNav.com). When we arrived we learned that the FBO with the reported low cost self-service fuel had sold the fuel service to the "Jet Center" competition on the field, and they had closed that service. This left their trucks and fuel as the only choice, and it was a pricey \$3.62 a gallon.

They did have a nice facility, and there was a good burger place in the terminal. I updated AirNav with the data so that the next pilot will not have a surprise. On arrival at KLGB, we had unusual California weather, and had to fly the ILS (with its glideslope inoperative) to get under the 1,300' broken ceiling, and we landed in rain and mist. The rain was hard enough that it was difficult to see during taxi to parking. SOCAL approach was busy, but professional, and they asked for 120 knots to the outer marker for the approach.

The EXPO was very good, and we had excellent guest speakers. They included Mike Melvill of SpaceShipOne who had fascinating slides of the construction and flight of the ship; FAA Administrator Marion Blakey; and ADM David Stone, head of the TSA. He took a lot of criticism for the poorly written "Alien Flight Training Program" rules that became effective 10/20, but agreed to examine this and other aviation related problems. He also agreed to meet with Phil Boyer, AOPA President during the week of 11/3 and to return for the 2005 EXPO. There were many excellent seminars and a large variety of aircraft at the static display at the airport. I

managed to get through the 500 exhibitors without buying anything.

On the way back, it was my leg to fly out of KLGB. Joe and I tried to do some team cockpit management, with me doing things "by flow" and he checking the checklist. This did not work very well for us. Things were all "out of kilter" in general, with dew forming on the windshield and the run-up being done in the parking area. We then had to taxi for an intersection takeoff at this complicated airport that has 5 intersecting runways. Even though (or perhaps because) there were two of us doing and checking things, I managed to takeoff with the cabin door still open. As we had departed IFR under a Special Traffic Management Program time slot reservation I did not want to land to fix the problem and elected to yaw the aircraft in flight to get it closed. This worked OK. A couple of hours up the airway at 10,000' we went lost communication, as approach forgot to hand us off to the next controller. After trying several frequencies, I finally got Oakland Center and they got us back with the right people.

A couple of times during the flight we had to deviate for weather or change altitudes to avoid or deal with ice, but we had no serious problems. The final leg from Red Bluff started as a VFR flight planned under the clouds. We eventually picked up an IFR clearance and stayed out of the ice until we spent 10 seconds going through a single cumulus cloud top just south of Olympia and instantly got some clear ice at 8,000'. Finally, the ceilings were good enough that we could get back down, cancelled IFR, and landed VFR in Renton via a Safeco Field crossing. It was a good trip with interesting flying experiences. Next year, the AOPA Expo is in Tampa, Florida. Now THAT would be a real cross-country....

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### **From Your Vice President By John Scarce**

The BEFA photo contest for the year is here again. As many of you know, last year we held the photo contest, voted and announced the winner, so the contest itself was a success. But a primary purpose was to select a photo for a calendar, yet we did not publish a calendar in 2004. The failure to publish any calendar occurred because of my lack of suitable software able to handle the artwork, plus various personal distractions that kept me from spending time to resolve the problems. Put simply, it's my fault we that no 2004 calendar appeared. I apologize to you all for that. I will make sure the calendar failure does not recur. For the 2005 calendar, I selected a print shop to do both artwork and printing, increasing the total cost, but the certainty is worth the cost. Now I can make sure the calendar gets published this year, regardless of my photo editing skills (or lack thereof).

So, it's time to print your favorite shot taken this year—in flight or on the ground. As long as it deals with airplanes, things you see with them, places you fly and the people you fly with, it is a legal submission for the contest. Official entries must be printed on paper (any kind, though photo paper usually looks best) and posted on the wall by the North door of the BEFA Renton office. The print should be 4" x 6" or smaller, and can be posted by the staff if that is more convenient for you. If you send me both a digital version and post your paper entry, I will publish the digital image on a virtual photo contest board on the BEFA web site, as a new contest feature this year. Submit as many entries as you want, though these may dilute your vote. The deadline for submitting any entry is Tuesday, November 30. Next, voting on the best entries will begin, using one ballot per member, inserted in the envelope with the December newsletter. All membership categories get to vote in the photo contest. The last day to vote is Friday, December 17th. We only had five ballots cast last year, and I hope this extended contest will allow more people to participate. The winner will be announced as usual at the next annual BEFA Crab Feed in February and have their work appear on the 2005 BEFA calendar. If the photos look good together, I might add the 2004 contest-winning photo as an inset, since it's a cool photo in its own right.

Go ahead, take your best shot!

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### **Safety and Operations Briefing**

**By Wes McKechnie, BEFA Operations Manager**

#### **WHEN ARE MY PAYMENTS DUE?**

Please remember that all payments are due on the 25th of the month. There is a 10% penalty for late payments for those received after the last day of the month. It's not the date on the check that we go by, but when the check is here to deposit into the BEFA account. So, even though we may get a check on the 3rd or 4th of the following month but the check is dated on the 23rd, 25th, 26th or whatever, it is still "late" if not here by the end of the month. BEFA is very much a "cash flow" type operation and late payments slow down our accounting process to close the month out as well. Thank You.

#### **NEW LOCATION FOR SQUAWKS**

Notice that the "squawk box" is now an acrylic tray hanging near my office door. In addition to the normal white & yellow squawk sheets for the usual engine and airframe squawks, there are also now green & pink squawk sheets specifically for avionics squawks, and says so at the top of them. This segregation of squawks will streamline our flow to the proper sources. There is directions next to the trays. We've had no problem I'm aware of in understanding the modified process, but if confused, please see us.

**FRIDAY NIGHT AT THE MOVIES**

Our first “BEFA Friday Night at the Movies” presentation will be on Friday, December 3rd, 2004, starting at 1830 at the Renton office. We’ll be showing “12 O’Clock High”, starring Gregory Peck on our big 36” video monitor or on the pull down screen in the upstairs classroom (if we can find a DVD projector). The runtime is 132 minutes. This classic movie was made in 1949 and shown through 1950. It is still used by both the U.S. Air Force and Navy in its leadership training programs. There’s only room for 18 BEFA members so call and sign up (425-237-2332) and reserve a spot if you’re interested. There will be a brief informational lecture on some interesting facts and the making of this movie prior to it being shown. Anyone with access to a DVD projector for this or future Movie Night’s, affording us the option of use of the larger projector screen, please let us know. Popcorn is optional. We’re hoping to get a series of aviation movies shown over the winter season, and we’ll keep you posted.

**HEADPHONE DISCOUNTS**

Our tenant, Aerotec Avionics, is providing a discount on certain aviation headsets to BEFA members. See Jack Stegman or Robert for details at Aerotec’s office in the North East corner of the RNT hangar building.

**TAKING CARE IN COLD WEATHER OPERATIONS**

If you read nothing else in this article, please read the next sentence.

**!!!DURING COLD WEATHER (LESS THAN 32 DEGREES F), FIRST FLIGHTS OF THE DAY SHOULD ARRIVE AT LEAST 1 HOUR EARLIER THAN NORMAL FOR COLD WEATHER PREFLIGHTS!!!**

With the return of inclement weather and the (so far more miserable than usual) cycle of our fall/winter weather pattern, please take the time to review standard cold weather operations. Winter flying takes more preflight planning, including weather analysis, but the rewards are uncrowded skies and schedules, crystal clear conditions and cool air affording surprising increases in performance. As always, watch those Class B airspace bases with the improved climb rates. Your climb performance will get you to altitude faster than last summer’s hot air did. Also, if we get a large area blanketed by snow, your familiar landmarks for Class B boundaries and the TFRs may not be as obvious as you’re used to, and a little more care is needed.

The following is a reminder of cold weather operation procedures:

**RUNWAY CONDITIONS**

Despite the relative lack of snow we receive near the Puget Sound basin, the local large airports’ maintenance crews do a fairly good job of keeping the runway/taxiway clear, especially at Boeing Field, Renton and Paine. Snow can often be spotty, dumping a fair amount of snow at your home or work, but little or none at the airport, and of course vice versa. **We’ve maintained normal and training ops in the past without much inconvenience, but you must be prepared to spend more time in preflight preparation regarding:**

- **Obtaining weather and runway info**
- **Brushing snow off and/or deicing wings**
- **Engine preheat ops if you’re the first pilot of the day**

The briefing you get from FSS/DUATS will include a Runway Condition/Braking action report in the NOTAMS, or in the event of a heavy snow or ice storm, an airport closure notification until the runway surface has been cleared. If you use DUATS type briefings, you should call and talk to a live FSS briefer to glean any info or advice they may have that will not be reflected in the “data only” DUATS brief. The ATIS and live controller advisories can contain these reports, but remember, they are advisories. While generally pretty accurate, just because a controller says it “looks good” is not a substitute for good sense. As always, you are the PIC.

The “BRAKING ACTION/RUNWAY REPORTS” are classified as:

- “Good”
- “Fair”
- “Poor”, and
- “Nil”

BEFA currently has no specific regulations pertaining to ice/snow operations, but traditionally suspend flight operations when runway conditions are reported “nil”, or perhaps even “poor”. Again, classifications do not preclude pilots from using common sense. If the runway surface is obviously a crummy mass of tracked up ice ditches then no matter what they’re calling, don’t go. Occasionally the taxi and runway will be reasonably clear and quite usable during the day, but they have not changed or perhaps added the “poor-nil” report as a precaution late in the day, perhaps in anticipation of the water from melting snow/ice refreezing as night falls. It may be fine as long as the sun is shining on the wet pavement, but at sundown or in shadows, look out. Keep this in mind if you’re going on a night flight even if NOTAMS or tower warnings are absent. A simple call to the airport or a walk to the end of the ramp usually will clear things up for you. Refer to your AIM, Section 4-3-8 and 4-3-9 for more information.

## DE-ICING OF AIRCRAFT

Attempted flight with ICE/SNOW/FROST on the plane is **TOTALLY UNACCEPTABLE**, not to mention life threatening. While this is stating the obvious, I can recite examples where this statement needed to be screamed! Also - **DO NOT USE ICE SCRAPERS, CREDIT CARDS OR STIFF FLOOR BROOMS TO DEICE THE PLANES. The following descriptions are general guidelines only**, consider using myself, another CFI or more experienced pilot's help/input if needed to learn prepping for cold weather ops. The following paragraph contains descriptions of ice/snow/frost accumulations on the airframe that must be considered prior to continuing a cold weather preflight.

**HEAVY ACCUMULATIONS:** There could be accumulations of ice so thick and/or hard that short of thawing the plane out in the hangar, the flight must be scrubbed. Or the accumulation could include a composite layer of snow that thaws then refreezes, freezing rain, or extra thick layers of frost/ice mix are examples of this. Damage to the wings, paint and airframe could result in trying to remove this with anything other than a gradual heated thawing process. Fortunately, this is not very common in the Seattle area, but has happened. If the RNT hangar is used for this, please remember to mop up water from the floor. Regal Air at PAE will provide a warm hangar for heavy de-ice ops on a space available only basis, (usually at pilot's expense). See me regarding using the hangar for deicing.

**MODERATE TO LIGHT ACCUMULATIONS:** Use the de-ice fluid. You need a properly trained instructor or seasoned pilot to show you how to apply this if you have not done this before, and use gloves and safety glasses when applying the fluid. **THE FLUID IS IN GARDEN TYPE PUMP SPRAYERS LOCATED BEHIND THE DOOR NEXT TO THE STAIRS IN THE POP MACHINE ROOM, ALONG WITH THE PREHEAT HOSES, DEICE BRUSHES AND AIRCRAFT "NOSE PLUGS".** A 55-gallon drum (a green barrel marked "UCAR AIRCRAFT DEICING FLUID CONCENTRATE") is in the hangar to replenish the containers. Give the fluid a chance to "work" a little before applying more, and then push off with the soft brushes, not stiff brooms. **DO NOT USE FUEL/DEICE FLUID TO REMOVE ICE FROM WINDOWS!!!** (Look at 704GC's "milky" Plexiglas to see what an overly aggressive pilots use of aviation fuel on an ice-encrusted window did - use only soft cloths on windows). Sometimes a soft brush is adequate to remove snow or melting ice from wings, and would be preferable. Try this first, and then use de-ice fluid if not successful. Also, make sure that you are actually applying de-ice fluid! There was an occurrence several years ago where well-intentioned pilots were saturating a plane with solvent, not de-ice fluid! A complete bath and relubricating etc...., of the airplane was needed afterwards. Not too good for the windows either. Have to admit that was one clean plane though!

### LIGHT MODERATE TO TRACE ACCUMULATIONS:

Simply turn the wings into the sunshine while you go about your normal preflight business, then take a soft brush or cloths to the plane. If the ambient temperature is adequate (just above freezing), you'd be surprised how soon this can work. If there is no sun, a good brushing or a light coating of deicer followed by a brushing will do the trick.

**ENGINE PRE-HEATING:** (Always refer to the POH "Cold Weather Operations" for review)

While most POHs recommend preheating below 20 degrees F, **we prefer, if able, to pre-heat the engines for first flights at and below 31 degrees F.** Consider how "cold soaked" the engine may or may not be from the duration and degree of the freezing temperatures. Pre-heating also aids in easier starts and prolongs engine life and enhances safe flight. If you start an engine without pre-heating in below-freezing weather, it may cause premature wear, which may or may not manifest itself in your subsequent flight, and will shorten the life of the engine. We may be needing an engine or cylinder(s) before its planned TBO, or some other pilot (perhaps you or some other poor sod) flying it next summer could have a power plant problem from previous cold weather "impatient" preflight action, (or inaction). Also, if an engine TBOs say 500 hours early due to improper cold weather preflight ops, we lose approximately \$4,000 in engine life, not to mention the \$32,500 in association gross revenue that was projected on that 500 hours, as well as the reduced availability and subsequent inconvenience to members. This all factors into the annual rate review the Board does for hourly cost of aircraft operations, and throws the budget out of whack. It can come back to haunt us one way or the other. At the very least, be sure to "pull the prop through" several times to "break loose" or "limber" the oil, thus conserving battery energy. Ensure mags are "off", of course, when doing this.

We have 3 primary methods of pre-heating "cold soaked" engines, if needed:

**1). Propane heat cart.** The propane heat cart is located in the hangar. If the hangar is not already open, the Staff, AeroTec or a CFI (particularly a Citabria CFI or pilot) can open the door if it's locked and the Staff is not present. It's fairly easy to use but there are a few things to watch out for, so guidance is required (check-out) from someone familiar with it prior to operation. The directions for the pre-heat cart ops are with the machine. Please leave the directions on the machine; they have a habit of disappearing. **NOTE: YOU MUST REMAIN IN THE AREA OF THE PREHEAT CART AT ALL TIMES TO MONITOR THE CART WHILE IT IS IN OPERATION. A CHECK OUT IS REQUIRED PRIOR TO OPERATIONS BY SOMEONE WHO IS FAMILIAR WITH IT. Call me or your favorite CFI for a checkout on the preheat cart and any other cold weather ops, we'll be happy to help. NO fueling operations are permitted while the pre- heat cart is**

**in use!**

**2). Pre heat hoses** that are placed over your car exhaust, then the outflow is directed to the base of the engine and oil sump. This is the only time automobiles are allowed on the ramp. We have gate proximity cards in the office for car access. Drive slowly and try to use a newer model car to avoid excessive pollutants in engine compartment. With the new security measures, see Staff for key to the gate or call me at home. This gate must be kept locked at all times.

**3). Hangar heat**, which can take awhile depending on how cold soaked the engine is. If you have an early morning flight, give me a call and we may be able to arrange storage in the hangar overnight for you, depending on availability. If it's available, we're happy to do so and you'll have a nice warm plane ready.

The appropriate red nose plugs, (generously made by Maynard Winchester and wife), should be fitted into the two nose holes of the airplane to keep the heat in when using the cart or the hoses from the car. These are located with the hoses and de-ice fluid in the closet next to the stairwell in the pop room, along with the rest of the de-ice equipment. They are clearly marked for either C-150's or C-172's. **REMOVE BEFORE FLIGHT!!!** I'm very disturbed when I find the cord holding the plugs together is broken in two! **At least a minimum of 20 minutes of preheat is required, and longer if it's below 20 to 25 degrees or so.** Extreme cold soaked engines may require a fairly long preheat time. After the preheat is concluded, you want to **REMOVE NOSE PLUGS**, get the preheat equipment stowed and start engine as soon as you can. Referring to the manufacturer's cold weather start procedures **is still mandatory**, but be very careful not too over prime the engine as it will be warmer than what the cold weather start ops are meant for, and have a "spotter" standing outside for stack fires. **If you have a stack fire, continue to "crank" the engine (mixture off), to suck the flames down the carburetor until the fire is out.** I've seen many an over primed/flooded engine, and the subsequent dead battery that results when over cranking a flooded engine, please do your best to avoid it. **If fuel is dripping out of the engine area, wait 5 to 6 minutes for the fuel to evaporate before trying to crank the engine again. Keep the Master Switch off as much as possible to avoid battery drain.**

Once a plane has been flown, the engine should not need preheat unless there was a fairly long period of sub freezing temperatures prior to its next flight. As you can see, the first person to fly on a sub-freezing day needs to get to the airport earlier than normal, and we all owe a big thanks to the "early birds" prepping the planes. As always, the CFI's and myself are here to help you get safely underway, and don't hesitate to ask us for assistance.

**AT RNT, COLD WEATHER EQUIPMENT IS LOCATED IN THE CLOSET IN THE POP MACHINE ROOM. BEFA**

**IS PRIMARILY A SELF-DISPATCHING OPERATION. YOU ARE THE OWNER. YOU USE THE EQUIPMENT AT YOUR OWN RISK AND ARE RESPONSIBLE FOR ITS USE – PLEASE RETURN THE EQUIPMENT BACK TO ITS PROPER LOCATION FOR THE NEXT MEMBER TO USE.** It can be very frustrating to your fellow pilots to search all over for equipment that is not properly returned, or is non functional due to abuse or improper care. Your fellow member/pilots who are "downstream" rely on your care and consideration.

**CHECK WITH PAE FOR COLD WEATHER OPS PROCEDURES SPECIFIC TO EVERETT. OPERATIONS WILL ALSO BE POSTED IN THE HANGAR.**

Warm clothing and survival gear increase in importance in winter flight ops. You will be thankful even if you're just stuck at another airport.

Lastly, if you live around either of BEFA's operations, please stop in and check the fleet after or during snow or windstorm to see if help is needed. Snow may need to be removed from the horizontal stabilizer to keep the nose wheel on the ground, and any wind can cause the plane to rock up and down banging the tiedown points and nose wheel until the snow is removed. Please notify me (Operations Manager), or the Operations Officer if you stop by the airport to check on things.

This may at first glance seem like a bit of a hassle, but once you're familiar with the routine, you'll see it's really not too bad. The bit of extra time involved for first flights in freezing/snowy conditions is more than made up for in the beauty and performance of a winter flight. It is really spectacular. Some of my fondest flight memories took place on a crisp uncrowded winter morning, or a clear winter night with the moon reflecting on the snow below. You won't regret it.

#### **PILOT LOUNGE UPDATE**

There is nothing to add since the last time. We have much of the material, generously donated by Jim Gannett. Now we need some folks to step up and start planning and swinging hammers. Please see me for details.

#### **MUCH THANKS FOR THE SERVICE OF OUTGOING BOARD MEMBERS**

Be sure to thank Howard Wolvington who did 4 years "in the box", first as Operations Officer and then President of BEFA. Howard devoted a phenomenal amount of time, talent and energy directing BEFA in the last four years. Matt Malkin worked around very challenging travel assignments to fulfill his Secretary duties the last few years. We had more than one meeting with Matt participating from some far corner of the world via teleconferencing. Be sure to welcome new Board President, Frank Marshall and Board Secretary, Darrel Spitze,

and welcome back Walt Cameron as Operations Officer.

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#### **GRIEVANCES:**

- 10/01/04 704RY - Gust lock and pitot cover left off.
- 10/03/04 4801D - Oily Rags found in seat pocket.
- 10/07/04 735LH - Pitot cover left off, transponder left on.
- 10/13/04 54088 - Tow bar left on nose wheel.
- 10/13/04 54088 - Pilot stood on plane to check fuel instead of using ladder, left oil door open.
- 10/23/04 - Pilot stood on plane to check fuel.

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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 volunteers for July and August:

- Rob Wilson for replacing the worn out tiedowns.
- Pete Cookman, Bob Guthrie (CFI), Lis Demco (CFI) and Matt Ray (CFI) for helping with the invoices.
- Matt Ray (CFI) for washing planes.
- Matt Ray (CFI), Jim Gannett, Karen Stemwell (CFI), Bob Guthrie (CFI) and Jack Yager (CFI) for repositioning airplanes.
- Eric Tomlinson and Jim Gannett for providing rides.
- Walt Cameron, Donna Karp and Shel Bentley for fixing 7568T's window on Saturday.
- Frank Bond and Matt Ray (CFI) for fixing the office coffee table.
- Shel Bentley for becoming a regular on the BEFA Crew.
- Charles Manry for grounds keeping work and weed spraying.
- Travis Nelson for whacking and cleaning the landscaping.

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:

- Someone to patch a couple of holes in the North hangar building wall to keep the rats out of the furnace room.

- Aircraft washers needed.
- Helpers to assist the Crew clean the hangar up.
- “Yardwork” volunteers for the grounds needed.
- Volunteers needed to help build the upstairs pilot lounge. We have much of the material to start.
- Needed for lounge project: Joint compound, tape wallboard sealer, carpeting and pad and the volunteers to assist with the construction.
- Painter for next spring's repaint of the facilities exterior.
- Someone who can fix our soda vending machine. One slot 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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#### **From Your Safety Office**

##### **By Mike Sievers**

VFR over the top – flying VFR above a layer of clouds, even a solid layer, is perfectly legal. Is there any flight condition than can solve so many problems while, at the same time, set you up for so many others? VFR over the top (as opposed to VFR on top, which requires an IFR flight plan) is a VFR method of flying up in VFR conditions over a cloud layer and continuing on in VFR conditions and rules, to land at your destination in VFR conditions. When clouds are hanging low above a blanket of limited visibility with clear blue skies above as seen through holes in the clouds, we are subjected to a terrific temptation. Why not go up through the holes into the sunshine and not worry about running into things? Many times, taking the high road is the safe thing to do; however, there are some really big attachments to that concept. For one thing, the axiom “what goes up must come down” takes on an enhanced meaning. Can you get up there easily and legally? Maintaining 2,000 feet horizontally means that you will need a hole more than ¾ miles across. That's a pretty big hole. And can you get back down safely (and legally)? These are the two big items to worry about, although there are others as well; like knowing where you are and what you will do if your engine fails. Also, there are various types of VFR over the top. Is it a light cloud deck with lots of breaks, or is it a solid sheet of white stuff that extends from where you are to where you want to be? The regulations do not address this, and you have the option of flying over either although sound judgment should stop you from doing so in some cases. Just because it is broken when you drive up through it, does not mean that it will stay that way along your route. As you decide whether or not to go over the top, there are some things you need to consider. Besides the extent of the cloud coverage, you have to read what the clouds are doing. You may be surprised to see how quickly a small cumulus can grow to a towering monster with no room between bases to let you back down. And at the speed you are traveling, the changes can be fast.

If flying over the top is such an iffy situation, why even consider it? The answer is not an easy one and is built around a case-by-case analysis. If you are leaving home where the weather is deteriorating and the destination is on the backside of a front, and rapidly improving, you have three choices: Stay at home, try to pick your way between clouds and the ground, or pop up on top for a relatively short period. Under those circumstances, going high beats going low. On the other hand, suppose your destination is somewhere in the middle of the intermittent clouds and the forecast may or may not have it clear on arrival. You can get on top easily, but getting down may be another matter. There is a possibility that the holes at your destination may not exist, leaving you stuck on top and facing a call to 121.5. The odds are against you on this one, so pass on VFR over the top. Then there is the question of navigation. Without a view of the ground and associated landmarks, you are completely dependent upon the navigation system; basically, doing an IFR type cross country. Getting over a solid cloud deck and then finding out your VOR skills are lacking is not a good thing. It is also a good idea to re-establish your compass heading when you get on top because it is common for the winds on top of a deck to be different than those beneath it. That means the compass headings worked out at home may not apply to the flight. All of this amounts to just one more reason to have extra fuel, just in case the head winds pick up. This is all basic cross-country planning; however, it becomes all the more important when you can't see the ground.

VFR over the top works and it should be used when the conditions permit. But it should be approached with a great deal of planning and an understanding of what can go wrong if you push it to the limit. Always err on the safe side, know and adamantly adhere to your personal limits, and when the holes start disappearing, get down under the clouds quickly.

**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:  
[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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