

✈ BEFA Newsletter ✈

Fair Winds, Blue Skies and Happy Holidays to All!

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> |
|-----------------|--------------|-----------------|
| Bryan Moore | III | RNT |
| Azhar Osmanbhoy | I | PAE |
| Cole Waldo | I | PAE |

New Solos!

| <u>Name</u> | <u>Date</u> | <u>Instructor</u> |
|-----------------|-------------|-------------------|
| Donna Karp | 10/2 | L. Demco |
| Brian Heath | 10/11 | L. Demco |
| Kevin Cuba | 11/7 | R. Oslick |
| Barry Clemens | 11/13 | W. Allen |
| Bonita Townsend | 11/27 | P. Kennedy |
| Mark Cooley | 12/2 | L. Demco |

Congratulations!

| <u>Name</u> | <u>Date</u> | <u>Rating</u> | <u>Instructor</u> |
|---------------|-------------|---------------|----------------------|
| H. Frank Bond | 11/1 | Private SEL | Whiting |
| Barron Miller | 11/9 | Private SEL | M. Ray |
| Don Broda | 11/13 | Private SEL | L. Demco |
| Rich Gregory | 11/19 | Comm MEL | Wolvington/ 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 | 12/17 | RNT |

From Your President
By Howard Wolvington

Fuel Surcharge: BEFA fuel costs during November continued to increase a small amount. The fuel surcharge has been adjusted. The new rates to be effective December 1, 2004 are:

| <u>Aircraft</u> | <u>Base Rate</u> | <u>Surcharge</u> | <u>New Rate</u> |
|-----------------|------------------|------------------|-----------------|
| C150 | \$49.00 | \$2.70 | \$51.70 |
| C172 | \$68.00 | \$3.87 | \$71.87 |
| C172S | \$87.00 | \$3.87 | \$90.87 |
| C172RG | \$89.00 | \$3.87 | \$92.87 |
| PA-28-151 | \$68.00 | \$3.87 | \$71.87 |
| Citabria | \$68.00 | \$3.87 | \$71.87 |
| PA-28R200 | \$89.00 | \$4.41 | \$93.41 |
| C182Q | \$90.00 | \$6.37 | \$96.37 |
| C182RG | \$96.00 | \$6.47 | \$102.47 |
| C172XP | \$91.00 | \$3.72 | \$94.72 |
| BE76 | \$149.00 | \$6.00 | \$155.00 |

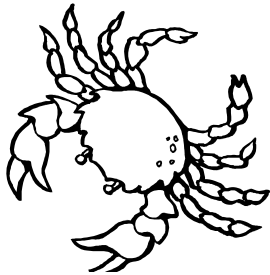
Moving On: This is the last article that I write as your BEFA President. I have been contributing to this newsletter for the past 4 years, first as your Operations Officer and then as President, and effective January 1, Frank Marshall will take over in that position. I am sure that he will do a fine job for BEFA.

I will serve for the next two years as the Chairman of the Executive Committee with responsibilities for elections and other matters assigned by the Board. I expect to be able to continue to monitor and support our legal actions associated with our claims against Action Aviation. At the moment we are still waiting for the assigned Judge to rule on our motion for Partial Summary Judgment. In the hearing, Action took the position that the fuel tanks are the property of the City of Renton. It remains to be seen if the Court agrees with our position that the tanks are the property and responsibility of Action, or agrees with Action, or decides not to decide until the full trial process is complete. If the latter, we will not have a decision on this matter until October 2005.

I will also continue to work with Frank and the other board members on other key issues that challenge BEFA, such as our rising maintenance costs. We have had a significant change in them since we last set our aircraft rates which have not changed (except for fuel surcharge) since 2001, and early 2005 will be a time to take another look at this issue.

Congratulations again to the new board members who will continue to need the support of BEFA volunteers to maintain our outstanding association.

**From Your Vice President
By John Scarce**



2005 BEFA Crab Feed

The next annual BEFA crab feed is scheduled for Saturday, February 19, 2005 at 5 PM in the Renton hangar. **Please register at the Renton office or notify**

the BEFA Office staff if you will attend, and to say how many guests you expect to bring. There will be a sign-up sheet that you can fill out in person or via a phone call to the staff. We rely on your cooperation to register in advance, because otherwise we either waste money buying unwanted fresh crab, or somebody ends up without their portion.

Note: Last year the Crab Feed was after the Northwest Aviation Conference & Trade Show, but this year it is scheduled the week before.

This event is both a social gathering and an official BEFA membership meeting. The goal is to provide you and your family with a meal of succulent shellfish, salad and some optional servings of chicken, then present the annual awards, allow the BEFA Board members a few minutes to update you on club business and generally encourage the club members and their families to get reacquainted.

As always, we need volunteer help for preparation and setup. We are looking for volunteers to assist with the following tasks. Contact John Scarce at 425-957-5158 if you can lend a (needed) helping hand with the following tasks:

Crab Feed Tasks

- Acquire and deliver chairs (120), tables (15) and sound system (1)
- Food contributions - chicken, green salad, pasta salad, dinner rolls, desserts, beverages
- Odds & ends - utensils, plates, napkins, tablecloths (some already exist in storage)
- Provide childcare, plus games and toys for the kids to play with
- Assemble volunteers to clean the hangar floor on or before Sunday, February 5
- Move planes and tidy up hangar early on February 19
- Set up tables and chairs on February 19

- Wipe down, fold and stack tables after the event

We are shopping the price of crab, but if you have a connection to access fresh Dungeness at a good price, please call me, 425-957-5158. We will check with our source from last year first, but options are usually desirable.

The price of the feed this year will again be \$15 per adult, by cash, check or BEFA club billing. Children twelve years old and younger are free! To help us plan for attendance, please sign up using the registration sheet at the BEFA office front desk. Then, mark your calendar and get ready to party!

Volunteer Opportunities: BEFA to Host Booth at 2005 Northwest Aviation Conference

The Boeing Employees Flying Association will host a booth at the upcoming "22nd Northwest Aviation Conference & Trade Show" on February 26 & 27, 2005, the last weekend of February, at the Western Washington Fairgrounds in Puyallup. Attendance usually exceeds 12,000. Over 9,000 pilots participate, along with 6,000 aircraft owners. We pay for the right to host a BEFA booth, but attendees get in free. This conference is a great place to meet pilots and flight instructors from all over the Northwest, often including several from BEFA.

This conference is also a BEFA marketing opportunity, so we are looking for BEFA member volunteers to staff the booth for any part of the two-day conference. The work is fun and easy, only requires your time to hand out literature and talk about your flying interests, so please help out if you can. A booth volunteer sign-up sheet will be available in the BEFA office, or you can call the BEFA staff to sign up, or just call me directly at 425-957-5158.

For more information about the conference, please see their web site:

<http://www.washington-aviation.org/NAC&TS.html>

2004 BEFA Photo Contest Voting Begins: Please Use the Ballot Attached to Your Newsletter

The photo contest for the year has entered the voting phase. As I mentioned last month, the deadline for posting photos was November 30. The deadline for voting is Friday, December 17, at close of business. Voting is to be done using one ballot per member. One ballot will be inserted in the envelope with the December newsletter. All membership categories get to vote in the photo contest.

For those people who sent me an electronic version as well as posting a paper photo on the wall, I have put their image on the BEFA web site. 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.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

HOLIDAY OFFICE SCHEDULE

During the Christmas holidays, the BEFA Staff will be off 12:00 noon Friday, December 24th, through Sunday, December 27th, back on Monday the 28th. At New Year's they will be off 12:00 noon Friday, December 31st through Sunday, January 2nd, back on Monday, January 3rd. FLIGHT OPS AS USUAL WILL CONTINUE 24/7 OVER THE HOLIDAYS (if you bring your key!). Our Ace Aviation "flight technicians" will be off the same time period.

ANNUAL BEFA HOLIDAY OPEN HOUSE FOOD EXTRAVAGANZA DECEMBER 17th.

The annual tradition of the BEFA open house lunch buffet will be held on Friday, December 17th, 2004 starting at 1200 and lasting to 1730 at the Renton BEFA office. Please bring your favorite dish down and we'll put it on the table for everyone to sample while talking some holiday flying. Friends, co-workers etc... are welcome. This is a relaxed informal get together of good food and friends, hope to see you there. THE BEFA BOARD/STAFF WISH YOU ALL A GREAT HOLIDAY SEASON!

NOSE WHEEL COSTS

This information is provided to give you a continuous view of safety issues and unseen costs charged to Maintenance that you (our member-pilots) can help to reduce.

For an operation of this size we actually do pretty well and you are to be commended when compared to other operators in the area. For the most part we are disciplined and conscientious especially for a semi-self dispatching operation. Nonetheless, there is room for improvement and we'll continue to review a few of these issues with the goal of safer and less costly flying.

Last month we focused on getting the planes ready for cold weather ops. Now you're up and enjoying winter flying, but it's time to land the plane. Whether you're a student or a rated pilot there is always room for improvement on landings, as is underscored by the two steering arms we purchased for 5444K and 78440 this last month. The combined cost was over \$1,300, and there will be other hardware expenses and of course labor charges as well. We'll probably be looking at \$2K by the time we're done, (put into a different perspective it would add \$2.76/hr operating expense using 2004 hours on N78440). Damaged shimmy dampeners, steering collars, bent steering rods, shims etc... are a consistent source of costs that can be containable through extra vigilance and proper

decision making on our landings. It's disheartening to rebuild nose wheel assemblies to varying degrees only to have them damaged a short while later. While accumulation of normal wear and tear accounts for some of this, much is preventable and can be attributed to poor landing technique such as:

- hard, flat three point landings that cause banging of the oleo strut and attachments
- hard drops onto the nose wheel once the mains have touched down
- side loads from improper crosswind landing techniques and
- "wheelbarrow" landings causing "porpoising".

Some solutions:

- Focus on always landing on the two main gears, the nose wheel is for steering, not for landing on.
- Keep the weight off the nose wheel as long as practical and gently lower it to the ground prior to losing elevator effectiveness.
- At the first sign of a "porpoise", go around.
- If the approach to landing feels unstable or uncomfortable, go around. Come back around and correct the problem in the air on the next pass, rather than fight it to a hard landing.
- Get together with a CFI to practice landing techniques, particularly cross wind takeoffs and landings, or ask your CFI during the 6 month checkride to focus on landings. Have your CFI demonstrate the proper technique first several times. Sometimes just relaxing and watching it done properly without the stress of "performing" allows you to absorb the proper technique and sight pictures which then transfers to the practice phase of the lesson.

GRIEVANCES:

- 11/3/04 41896 Pitot cover left off.
- 11/20/04 704RY Gust lock and pitot cover left off, transponder left on.
- 11/21/04 435SP Gust lock not installed, pitot cover off and baggage door unlocked.

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:

- Jen Kranak, Phil Gardner, George Swinford, Frank Marshall (CFI), Frank Bond, Dawn Gidner, Matt Ray (CFI) and Peter Cookman for helping Staff with billing.

- Joe Kranak for picking up parts.
- Matt Ray for washing airplanes.
- Brian Behrend and Jeff Warrick for washing airplane.
- Matt Ray (CFI) helping to move planes and securing for wind storm.
- Bob Guthrie & Rob Wilson for miscellaneous tasks.

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:

- 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!

From Your Safety Office

By Mike Sievers

As a result of the continuous FAA efforts to curb the number of runway incursions, another article about this subject seems appropriate. I am sure there are many who just uttered the same quote Ronald Reagan made to Jimmy Carter - "There you go again." But to highlight another quote, it is also appropriate to say "We have met the enemy and it is us." The subject issue is a negative situation that needs a positive viewpoint. GA pilots are at the root of the runway incursion problem. Who says so? The FAA says so. Their statistics show that more than half of all runway incursions are caused by "pilot deviations," and nearly 70 percent of those pilots are GA pilots. Looking at it in a positive way, however, GA pilots can have more of an influence on the incursion problem

than any other pilot category. Most incursions are minor, such as when an airplane strays over the hold short line by a foot or two and stops. Yet an event like this must be reported as an incident if detected and entered into the statistics. The incursion starts when the nose of the airplane crosses the line, not the nose-wheel as some pilots may think. Consider it like breaking the plane for a touchdown, but with less happy consequences. With just minor adjustments in the way we operate, there can be a nice drop in the total yearly incursions, which make airport managers happy. The payoff to you personally is the avoidance of an FAA investigation or worse. The penalties for an incursion range from the possible loss of your certificate to an arrest record and \$500 fine for the so called surface incidents. There may be other airports with local penalties as well. What are GA pilots doing wrong? Controllers and airport managers in several states say the leading cause of incursions is GA pilots who read back hold-short instructions but don't follow them. Airports with reputations for high incursion numbers typically have lots of intersecting runways. Despite such complicated airport layouts, pilots are not writing down taxi clearances. A second cause stems from the fact that many of us don't know all of the signage and surface markings. Sure, we know most markings. But high-incursion airports may use every surface marking and sign in the book. A third cause is simply distraction, as in the case of a student at a large aeronautical university who taxied across a hold line for an active runway, despite acknowledgment of previous hold-short instructions. When asked by the tower chief why he did that, the student said that he was distracted by looking up the next frequency. There are incursions, and then there are surface incidents. Only category A and B incursions require pilot action or pose serious risk of collision. Few surface incidents pose any risk at all, yet they are still reported and investigated. A surface incident can be a minor as a pilot chasing a chart across an active taxiway at a tower airport in the blowing wind. It still counts, and you still have a chance of being investigated by the FAA. Among controllers and airport officials, the universal recommendation is to have a taxi diagram out prior to either leaving the ramp or starting the landing approach. The airport layout looks simple from up in the tower or at altitude, but from the ground it can be a rat's maze - worse at night. Even if you have been flying for 100 years, pull out the runway markings and review them from time to time. At the point your airplane begins rolling on the ramp you should consider having a sterile cockpit, just as you would when making an approach. Each phase of flight is equally important, and the flight does not begin when the wheels leave the ground. It begins when the engine starts. Learning signage, writing down complicated taxi clearances, stopping to ask for directions at the first sign of confusion, and avoiding distractions during taxi will make you a better and safer pilot.

**TEAR OFF THIS SHEET AND VOTE FOR YOUR FAVORITE
PICTURE!**

| | |
|----------------------------------|--|
| B E E F A | 2004 Photo Contest Ballot |
| | Please write three photo numbers to indicate your vote. Photos, marked by numbers, are located in the North entry hallway. |
| | 1st Choice: _____ |
| | 2nd Choice: _____ |
| | 3rd Choice: _____ |

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

BEFA office Email: befa_office@mindspring.com

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| | 1) Ops Manager: Leave voicemail (425) 237-2332 or page 206-540-7720 | |
| | 2) Ops Officer, or 3) Any Board Member | |
| Everett | | |
| Office | | Voice: 425-717-2332 Fax: 425-717-2336 |
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| Safety Mgr: | Sandor Paulay | Wk: 425-342-5511 |
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