

✈ 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>
Mike Coombes	III	RNT
Conrad Kimball	III	RNT
Neil MacDougall	I	RNT
Kevin Pointer	Honeywell Associate	PAE
Geoff Wood	III	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Tim Jensen	12/31	Ray

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Allan Reitan	12/27	Instrument	Turlington
Pete Braile	12/31	Private SES	Yager

Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team.</u> (Contact Walt Cameron)	6-9pm	TH	RNT
• <u>Board Meeting</u>	5:00p	1/21	RNT
• <u>Crab Feed and Membership Meeting</u>	5:00p	2/19	RNT

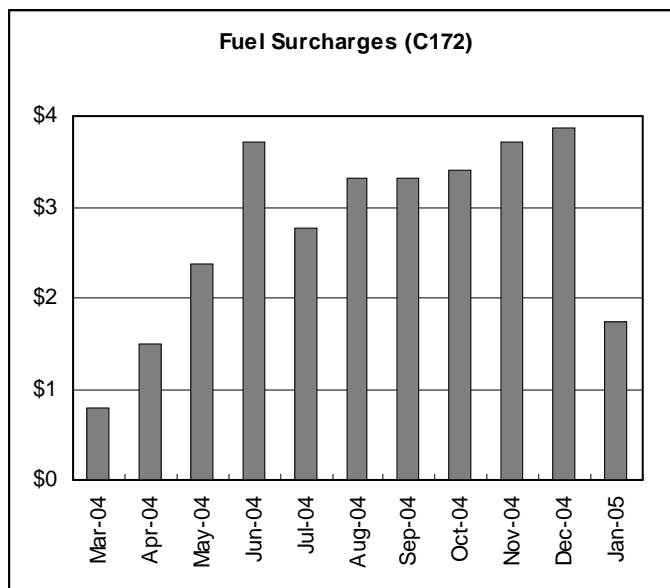
From Your President By Frank Marshall

As I start my term as your new president, I would like to point out that we all owe a tremendous debt of gratitude to Howard Wolvinton for the time and effort he has devoted to helping make our association what it is today. I also appreciate the time Howard has spent with me personally to help ease the transition.

Fuel Surcharge: I am happy to report that, finally, fuel prices have started to drop, and drop rapidly. The surcharges and aircraft rates for January are as follows:

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$49.00	\$1.21	\$50.21
C172	\$68.00	\$1.74	\$69.74
C172S	\$87.00	\$1.74	\$88.74
C172RG	\$89.00	\$1.74	\$90.74
PA-28-151	\$68.00	\$1.74	\$69.74
Citabria	\$68.00	\$1.74	\$69.74
PA-28R200	\$89.00	\$1.98	\$90.98
C182Q	\$90.00	\$2.86	\$92.86
C182RG	\$96.00	\$2.90	\$98.90
C172XP	\$91.00	\$1.67	\$92.67
BE76	\$149.00	\$6.00	\$155.00

For a historical perspective, the following chart shows how the surcharge has varied over the last year, using the C172 surcharge as a benchmark.



Action Aviation Fuel tanks: As you know, we have been involved in a long-running legal battle with Action Aviation to require removal of the tanks and remediation of our site. We recently filed a motion for a Partial Summary Judgment in advance of a trial. In the associated hearing, Action used a rather creative interpretation of the leases to allege that the city of Renton actually owns the tanks.

We have just been informed that the judge has denied our motion, holding that the issue of ownership of the tanks must be resolved at the full trial and that the City of Renton is a necessary part in this determination.

Thus the saga continues, and we must now begin preparing for a trial scheduled to start in October.

Aircraft Base Rates: As Howard pointed out last month, we have experienced a significant increase in our maintenance costs since we last set our base rates (exclusive of fuel surcharges) in 2001. Thus we are going to need to reset our base rates in the near future. We are currently reviewing our cost history for each model in the fleet to come up with the new rates.

The board has previously adopted an "escrow-account" approach to funding major expenses (like engine replacements) that occur at predictable, but infrequent, intervals. This allows us to avoid over-reacting to a bad year for a model that had several of these major expenses, but it requires a good historical database of expenses to do it right.

Although our current accounting practices are capturing our expenses in the form that we need to build this database, this has not always been the case. Thus Lawrence Day and Walt Cameron are currently hard at work using our historical maintenance records to construct a reasonable set of assumptions.

This will lead to a proposed new rate structure that will be presented to the membership at our annual Crab Feed and General Membership Meeting in February. (Please keep February 19 open on your calendars for the crab feed!)

2008E

The Duchess is now back in service after its annual, with a new JPI engine monitor. New leaning procedures are described in the JPI AFM supplement, found in the back pocket of the pilot seat. Also note that the relative positions of the #1 and #2 CDIs have been switched.

The CDI swap was made partly to accommodate the new engine monitor, but also in preparation for a revamping of the avionics suite scheduled to occur this month.

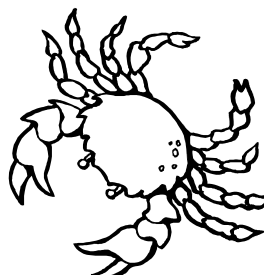
When completed, the new radio stack will match what we have in most of the rest of our fleet, including a KLN94 GPS (instead of the previous Garmin 430/Com1/Nav1 combination). However, instead of a "GPS/NAV" switch to control the source for the #1 CDI, it will have a separate CDI for each (for a total of three CDIs). This makes it much less likely that yours truly will file any more squawks that the "#1 Nav is not working" because I forgot to check the GPS/NAV switch (at least for that airplane!).

In closing:

Finally, I'm looking forward to our working together with the same spirit of volunteerism we've always had to help us experience another banner year in 2005.

From Your Vice President

By John Scearce



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 association business and generally encourage the association 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 Scearce 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 association 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>

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

BEFA-SPONSORED PRIVATE PILOT GROUND SCHOOL TO START

If you know of anyone who wants to take a 10 week Private Pilot Ground School class starting this month, please contact the office at 425-237-2332. It will be held on Mondays and Wednesdays starting at 6:00 PM. Cost is \$300 for BEFA members and \$330 for non-members. This comprehensive class will cover all aspects of the FAA "written" test and provide a solid foundation for learning to fly.

**NEXT BEFA FRIDAY NIGHT AT THE MOVIES:
"BATTLE OF BRITAIN" on January 14th at 6:30 PM
(FREE)**

We had a successful showing of "12 O'Clock High" at our first "BEFA Friday Night at the Movies" in the Renton facility classroom. John Scarce generously brought in an excellent DVD type projector and 2-speaker sound system with amplifier that really enhanced the experience. Hopefully we can get this again. While "12 O'Clock High" was a multi-faceted drama type movie focusing on themes of leadership, fatigue, morale and strategy mixed with excellent aircraft and combat scenes, our next movie is a little more orientated toward the pure "motor heads". The "Battle of Britain" is really a "docu-drama" type epic with emphasis on spectacularly reproduced scenes of air battles, airfields and historical figures and events that were a part of this critical aerial battle in WWII. Despite this 1969-era movie featuring a "big stellar cast" of such notable actors as Michael Caine, Sir Lawrence Olivier and Trevor Howard, there is not as much character development as in "12 O'Clock High", but the cinematography of the aerial battle scenes and all the "hardware" is great. It shows that even with all the wonderful computer enhancements of today there is still nothing like actually filming the real thing. You'll see some of the last flying rare WWII German designed aircraft bombers and fighters which were about to be surplused at the time of filming by Spain's Air Force, back in the late 60's. We'll have a short lecture on the movie prior to the showing. There's room for only 16, so reserve your place (free) by calling the office at 425-237-2332, or you can take your chances and just show up. Feel free to bring food and libations, just help clean up afterward. Runtime is 132 minutes, so a pillow on our worn-out chairs will make you more comfortable. Again, Friday, January 14th around 6:30 is show time. A member requested "Midway" for our February "Friday Night at the Movies", so in a month or so, all you Naval aviation fans can plan on coming to the February 11th, (tentatively) showing of that movie.

WINDSCREEN COSTS

This information is part of providing a continuous view of safety issues and unseen costs charged to Maintenance that owner/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.

How often does this happen to you? You've complied with FAR 91.103 and acquired a complete weather briefing, got all the NOTAMs, planned your flight with care, dispatched yourself as required by BEFA and did a meticulous preflight. However, while taxiing to the run-up area, you notice the windscreen is covered with dirt and bugs! Care and feeding of our windscreens is pretty simple but care does need to be

exercised when cleaning them off. If we have too much dust deposited on the windscreen, usually around here from mist or dew evaporating on the screen, a bucket of water to rinse it away prior to applying "elbow grease" to clean it helps to keep it from abrading the Plexiglas. We have two types of towels in the oil cabinet to use. The white towels are for checking the oil. The more expensive blue towels are preferred to be reserved for cleaning the window.

We, as most operators do, use Pledge to clean the windscreens. This is easy on the Plexiglas, fills in minor scratches and helps rain bead up and roll off affording better vision in precipitation. Spray a sufficient amount on the windscreen and use an up-and-down motion to clean the bugs and stuff off, it is not recommended that you use a "swirling" type motion to clean it. Many years ago an ex-military line chief who was a member here recommended cleaning using a straight up and down motion; he said that the swirling motion puts a circular sunburst type of refraction in the Plexiglas, and that the straight up and down motion would not do this, making visibility easier when flying in the direction of the sun.

Also, don't use shop rags to clean windows. Even though the rags are cleaned by the supplier, there are usually small bits of metal shavings embedded in the rags from previous use that cleaning will not remove and this further scratches the windows.

From the articles I've read, there seem to be a couple of reasons given for the "crazing" you see in older windows. I'm guessing it's a combination of these reasons. Years of stress tends to cause the Plexiglas to start breaking down from repeated flexing. Combine this with the natural enemy of plastic, Chlorine, that's present in our atmosphere, and the hairline scratches that absorb moisture then freeze minutely expanding the Plexiglas and you eventually get these phenomena. This typically marks the end of the line for windscreens. Using av-gas to melt ice/frost off the window, or scraping with a credit card or ice scraper usually dooms the window to a premature death as well. Another problem is placing items on the dash. Over the years it's only natural that no matter how careful we may be, the edge of the kneeboard, metal on the headphones etc..., will hit the inside of the Plexiglas when placing or removing it from the dash causing some nasty scratches. That's why we don't allow anything on the dash except the keys. The windscreens cost about what a car's windshield does, around \$275 to \$350 (a few years ago). The BEFA Crew generously gives their time to keep our labor costs down, and usually our Director of Maintenance allows them to install the windscreens when needed, under his oversight.

It's wise to clean the bugs between each flight as they tend to "temper" onto the screen the longer they remain there in the hot sun. This makes them very difficult to remove. Also,

don't forget to clean the insides once in a while!

75698T LEADING EDGE REPAINTED

We taxied N7568T into the huge Boeing 5-50 Paint Hangar the first week of December for them to strip the test material from the leading edge and restore the original paint. As you may recall, BCA Propulsion Aerodynamics used 7568T to paint "patches" of various new paint material on the leading edge to measure bug and dirt accumulation. They used these data points to determine if any of the experimental material would cut down on debris adhesion on 7E7 engine nacelles, thereby making it slightly more efficient. The test I guess was successful in that the patches showed no significant benefits and it appears the test team will not recommend using any of the applications applied.

GRIEVANCES:

- 12/28/04 704RY - Control lock not installed, tie downs were loose, plane unlocked, checklist left on office desk.
- 12/31/04 704GC - Control lock left out. Plane 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:

- Doug Jacobs for filling and delivering oil containers to the Paine Field BEFA operation.
- Bob Guthrie (CFI) for delivery driving.
- Pete Cookman for giving up time on his plane for a student to do their checkride.
- Dan Tracy for giving up time on his airplane for a student to do their checkride.
- Jim Gannett for relocating airplane.
- Will Allen (CFI) and Matt Ray (CFI) for filling oil bottles for Renton.
- Allan Reitan, Matt Ray (CFI), Ron Snyder, Charles Manry, Bob Guthrie (CFI) for stuffing/collating the monthly mailings.

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 this 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 Officer

By Mike Sievers

As most, if not all of you know, the first week in December brought a sobering event at the Renton airport which has caused numerous discussions and articles regarding in-flight emergencies related to take-offs. In many cases, pilots placed themselves in the cockpit of the Cessna 185 that crashed into Boeing’s post-production ramp and asked themselves what they might have done instead. While 20-20 hindsight can help analyze the situation, everyone should agree that being there is a completely different thing and the time to think about such emergencies is while on the ground rather than in the air. Simply put, there is no time to review the POH, you literally have seconds (may be only a few) to decide what to do, and the outcomes may range from a successful landing to what we saw early last month. Losing your engine on take-off requires quick thinking and action. Unfortunately, you cannot really prepare for a dead stick landing under emergency conditions until it actually happens. An engine failure on take-off can be merely critical, or a full blown emergency. If the engine loses power during the roll or after rotation with plenty of stopping distance ahead, there is little trouble. If, however, the engine quits after liftoff with the runway behind you, the pilot often faces a truly desperate situation. Serious injury is a real prospect. There is only time for the most basic discrepancy checks: carb heat, mixture, fuel tank switch, mags, and throttle. Then comes the tough question. Turn back to the airport or try another spot. The answer is rarely clear cut and there are no firm guidelines to follow for all circumstances. This is because the situations are so varied, such as the point and altitude of the engine failure, the airplane characteristics (each individual airplane, not just the model), nature of the airport and surroundings, etc. Before taking to the air, and especially during your next check with an instructor, think over the basic concepts that will improve

your chances for a successful return if a forced landing from takeoff should come your way. Know the airplane and what it can and cannot do, and know the airport.

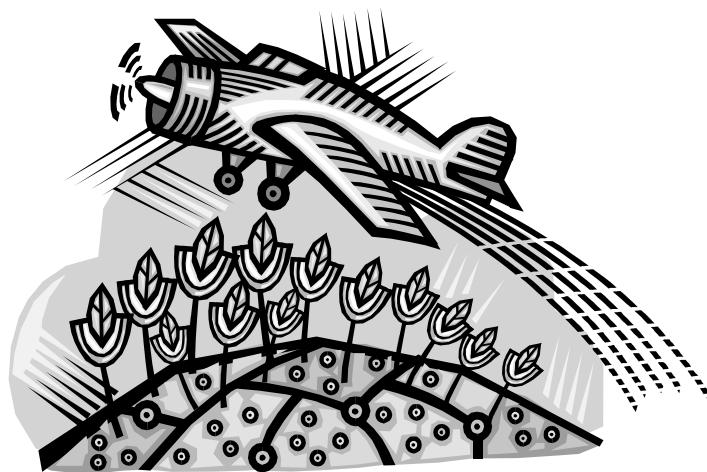
With regard to the airplane, when should you land ahead and when should you turn back? Generally, each 90 degree turn usually costs about 250 feet. With this in mind, a turn back to the runway would take about 500 feet, but that means you would be touching down at the 180 degree point with no time for stabilization. And since this is a generalization, the number could be higher. Also, you must ensure that you do not overstretch the capabilities of your airplane. Pilots who attempt to turn back with insufficient altitude for the distance have either hit the ground while in a turn or have tried to stretch the glide. Either is a setup for a disaster. When a plane hits while turning, it usually catches a wing and cartwheels. A pilot who stretches a glide often stalls, and a stall from 50 feet is like falling from a 4 story building. Also, remember that the airplane is designed to take the forces of an accident and come apart before allowing serious loads to be imparted on the occupants provided the airplane is still under control while landing. Hit the ground with a wing or the nose down and all bets are off. A few years ago I read about just such an occurrence and the recommendation provided holds true. If the airplane quits on you, then you are under no obligation to try a save the airplane. Save yourself first and land under control, sacrificing the airplane.

With regard to the airport, you will probably never experience a forced landing from take-off. But should it ever occur chances are that it will happen from the airport you use most. For this reason, study the departure paths and survey the areas for possible landing sites. Then, should the engine fail on departure when a turn-back is inadvisable, you have an idea where relative safety lies. If this nightmare should ever come your way, remember that even though the engine may be dead, the rest of the airplane is not. You still have elevators, rudder, and ailerons at your disposal to put a three point landing into play. Aim for a spot that will let you avoid hitting anything solid with the nose. Make your approach with the slowest speed possible without stalling the airplane (you don’t want to fall that last 50 feet out of control). And keep flying the airplane until the last second.

Preparing for such an emergency that Renton Airport witnessed last month is done ahead of time, because time is the one commodity not available when then engine quits. Just remember the following rules:

- Don’t try to overstretch the airplane capabilities.
- Avoid touching down in a turn.
- Reduce the speed to the slowest safe approach speed.
- Maintain control of the airplane all the way down.
- Don’t put the safety of the airplane ahead of you or your passengers.

During your biennial or 6 month check, bring this issue up with your instructor. Practice the capabilities of the airplane at altitude so you will have a better idea of what to expect if the unexpected occurs down low.



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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	2) Ops Officer, or 3) Any Board Member	
Everett		
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