

✈ 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>
Younus Aftab	Guest	RNT
Kenichiro Honda	Affiliate	RNT
Annandeeep Pannu	III	RNT
Markus Warwick	Associate	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Mark Cooley	12/2/04	L. Demco
Bobby Daher	1/24/05	L. Demco

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Andy Squarra	1/19	Private SEL	P. Kennedy
Ian Papenfuss	1/29	Instrument	B. Guthrie
Einar Ask	1/30	Private SEL	L. Demco

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	2/18	RNT
• <u>Crab Feed and Membership Meeting</u>	5:00p	2/19	RNT
• <u>BEFA Night at the Movies</u>	6:00p	2/25	RNT
• <u>BEFA Booth at NW Aviation Conference and Tradeshow, Puyallup Fairgrounds</u>		2/26-27	
• <u>Emergency Egress Seminar At Para-Phernalia (see newsletter article for details)</u>	10am	3/19	Arlington

**From Your President
By Frank Marshall**

Fuel Surcharge: I am somewhat embarrassed to report that I may have been a bit optimistic about fuel prices in last month's newsletter. After I happily implied that last month's large drop was the start of a trend, prices have rebounded sharply this month. February surcharges and rates, shown below, are back into the bottom of the range we experienced in the August-December time frame. (I now have no opinion on which way they're headed from here.)

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$49.00	\$2.26	\$51.26
C172	\$68.00	\$3.24	\$71.24
C172S	\$87.00	\$3.24	\$90.24
C172RG	\$89.00	\$3.24	\$92.24
PA-28-151	\$68.00	\$3.24	\$71.24
Citabria	\$68.00	\$3.24	\$71.24
PA-28R200	\$89.00	\$3.69	\$92.69
C182Q	\$90.00	\$5.33	\$95.33
C182RG	\$96.00	\$5.41	\$101.41
C172XP	\$91.00	\$3.12	\$94.12
BE76	\$149.00	\$6.00	\$155.00

Flying Asphalt: By the end of the month, you will likely notice two construction projects on the BEFA grounds. While our lawsuit with Action winds on through the court system, the state Department of Ecology has provided grant money to pay for the removal of the contested underground fuel tanks (located near the northwest corner of the ramp area between our building and the one to the north). The state is actually hiring the contractor directly to do the work.

We have been currently receiving our telephone service via underground lines from borrowed access from the building to the north. This service could easily be disrupted by the work on the fuel tanks. We have hired a contractor to provide a permanent solution by laying a new underground conduit for our telephone line from a service access near the street. Thus, there will be a brief period when the parking in front of our building, and our telephone service, may be affected.

Media contacts: Boeing Recreation has recently asked me to make sure that we all know their expectations in the event we are approached or contacted by the media.

Prior to answering media questions or granting interviews on behalf of BEFA, it is our responsibility to gain approval through Boeing Recreation. Recreation staff will coordinate with Corporate Communications and Corporate Relations to provide direction for proceeding with all such requests.

The Recreation Staff can be contacted by phone or email as follows:

Oxbow Activity Center Office: 206-655-1941
 Everett Activity Center Office: 425-342-5000
 Email: psrec@boeing.com

The Crab Feed: Don't forget to reserve February 19th for some scrumptious crab, not to mention Walt's famous chili.

The general membership meeting that follows will give you a chance to be brought up to speed on all the issues affecting BEFA at this time. Included will be special reports on the status of the removal of the Action Aviation fuel tanks, and our new aircraft rates and the analysis behind them.

**From Your Vice President
By John Scearce**

**Events This Month: 2005 BEFA Crab Feed and
2005 Northwest Aviation Conference**

- February 19, 2005: BEFA Crab Feed, Renton
- February 26-27, 2005: 22nd Northwest Aviation Conference & Trade Show, Puyallup

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 say how many guests you expect to bring. Early registrations help us order the food to make sure everybody has a share.**

Our booth is taking shape for the upcoming NWAC show, on the last weekend of February, at the Western Washington Fairgrounds in Puyallup.

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

As I mentioned last month, we rely on volunteer help for preparation and setup on both of these events. We lost some of our key volunteers from last year and we still need a few more. If you can help, please contact me directly at 425-957-5158. We need some light advanced preparation work (making phone calls, updating a document, things like that). I can fill you in on current details, and help you choose a task you're comfortable with.

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

KNOW ANYONE WHO'S LOOKING FOR WORK?

Our maintenance provider, Ace Aviation, is looking for someone with light office skills, some literacy with computers and a good phone presence to provide reception, in addition to possibly some driving and light office type duties at their facility. This will allow our Director of Maintenance more

time to turn a wrench and inspect aircraft rather than talk on phones, file paperwork, order parts, and type letters. Some flex time may be possible. Please see Wes if you know anyone who is available.

BEFA UPSTAIRS PILOT LOUNGE PROJECT

While we've had many of our members step up and offer to provide the basic labor & supplies such as swing hammers and donate equipment, material and furniture, we have not been able to start this project as we could not find anyone who would actually organize and "boss" the project and has the experience to put new windows in steel buildings etc.... Fortunately now that's changed. Glen Zentner has agreed to give us a hand. Glen has experience in "supering" such jobs and is currently back in school studying to be a licensed building inspector, which will be helpful with permits and quality control.

So, those of you who earlier mentioned you are willing to lend some of your basic carpentry, rug laying, electrical & painting type skills etc..., please contact me and we'll start picking away at this long delayed project. As the overall budget is very tight this coming year, we need all the volunteer help we can get to complete this project for the membership. Please call me at the office if you can lend time to participate.

BEFA FRIDAY NIGHT AT THE MOVIES FEBRUARY 25TH, 2005 –“BATTLE OF MIDWAY”

For your continued winter entertainment - next up is "*The Battle of Midway*", the epic movie requested to be shown by the Naval Aviation fans here at BEFA. This movie was termed a "Bicentennial gift to America" complete with an all-star cast. Released in 1976, it stars Charlton Heston, Henry Fonda, Robert Mitchum, Robert Wagner and James Coburn. It's another "docu-drama" like last month's "*Battle of Britain*", but the critics say "with a little better character development than usual." The Battle at Midway is considered by most historians as *the* key air battle that led to the United States' victory over Japan in the Pacific. This movie was also one of, if not the last movie made that could tap into using the then mothballed fleet of WWII era ships the Navy still had in reserve or were waiting to be scrapped. Friday the 25th at 6:00pm is the time, BEFA classroom is the place. Hopefully we'll again have the outstanding DVD projection and sound system provided by Mr. John Scearce. Feel free to bring your snacks and a pillow to put on the chairs. As usual, brief interesting anecdotes about the movie and actual battle will precede the movie. There is room for about 16 people, so please call the office ahead of time for free reservations.

GRIEVANCES:

- 1/13/05 – 54088: Avionics power switch left "on". Passenger door unlocked.
- 1/19/05 – 32521: Passenger door unlocked.
- Needle nose pliers missing from office, whoever has them, please return.

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:

- Glen Dalby for transporting 739BT seat to/from welder.
- Phil and Janice Garner for donating 4 tables.
- Ron Snyder for transporting engine cylinder for rebuild.
- Maynard Winchester for filling oil containers and nut machines.
- Chris McKelvey (CFI) for repositioning planes.
- Alec Parslow for repositioning planes.
- Tim Veryioglou for repositioning planes.
- Chuck Malmsten for buying extra pizza for the Board Meeting.
- Philippe Spalart for taking a turn coordinator to PAE.
- Matt Ray (CFI) for washing planes!
- Matt Ray (CFI) and Alec Parslow for moving 735LH in hangar to avoid ice.
- Kevin Sullivan for the Newsletters
- Jennifer Kranac, Liz Demco (CFI), Matt Ray (CFI) and Bob Guthrie (CFI) for helping with the monthly invoices.

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.
- Painters to accomplish 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

When using VFR flight following or being controlled during IFR flight you hear “Cessna 123, traffic 12 o’clock, opposite direction, Piper at 8,000 feet. What is the controller thinking when he decides which aircraft to call as traffic? Many pilots are not aware of the regulations that govern how controllers call traffic. Most of the time, the differences between various situations fall into the “nice to know” category. In those instances, looking in the direction indicated and scanning for traffic is enough.

Sometimes, however, being able to interpret what the controller is saying can be critical. There are actually three separate rules that govern traffic calls. The first is Traffic Advisory, which is used to make IFR pilots aware of VFR traffic in their vicinity, and this is the most commonly heard during VFR flight following. The second is Merging Target Procedures. This is used when two IFR aircraft target symbols on the radar scope are going to touch and are separated by the minimum appropriate altitude.

The third rule, which is the main subject of this article, is the Safety Alert. Safety alerts are traffic advisories given when there is a very real possibility of a collision. While the controller’s job is to separate IFR traffic, controllers may not just sit and watch two VFR airplanes run together. Once a controller is aware of a safety issue, assisting the pilot involved becomes top priority.

Let’s say you are received VFR flight following at 6,500 feet and, unknown to you, the controller has been watching another VFR airplane approach you head-on, indicating a climb. The other airplane was at 5,600 when first noticed, then at 5,800, 5,900, and looks as if it will arrive at 6,500 feet the same time his target will merge with yours. You will hear the following phraseology: “Cessna 123, traffic alert, 12 o’clock, three miles, opposite direction, indicates 6,100 and climbing.” The clue that this is a safety alert is the phrase “traffic alert.” The addition of the word “alert” completely changes the meaning of the traffic advisory. With that one word, the controller is telling you that you are in danger. Some controllers may change the wording slightly and say “safety alert” instead of “traffic alert” in order to use a word that pilots are not used to hearing from controllers. If you ever hear an advisory that uses the word “alert,” “safety,” or something similar, take it very seriously.

But what happens if you get a safety alert and don’t see the traffic? Although the controller has the authority to issue a safety alert, he has no legal responsibility to resolve the situation. However, many controllers feel a moral responsibility to take action and will issue a vector away from the other airplane. Others will simply issue advisories. If you hear a safety alert and do not see the traffic, you may tell the controller “give me a vector” and he will.

On a scale typically used on controller radar screens (100 miles or more) once you are down to about 2 miles, the controller can no longer resolve your position well enough to be sure you will pass clear of an on-coming airplane. With the system as it is, the controller alerts you of a condition and, by scanning for traffic, it is up to you to assess the information and ask for a vector if needed. The controllers cannot fly the airplane for you, but will give you the information needed to exercise your authority as pilot in command to decide how to resolve the situation yourself.

Allen Silver Emergency Parachute Egress Seminar, March 19, 2005

By Rochelle Oslick, BEFA CFI

Para-Phernalia, Inc. is hosting the annual Emergency Parachute Egress talk on Saturday, March 19, 2005 from 10:00 am – 12:00 noon at the Boys & Girls Club in Arlington WA (across the street from the airport). The program is free to all pilots. The featured speaker is Allen Silver. Para-Phernalia, Inc. will be supplying FREE coffee and doughnuts. This has been a well attended program for the past 5 years, and this year the talk will be an FAA WINGS qualified program!

If you haven't attended one of Allen Silver's parachute seminars, it's really worthwhile. Even if you have attended in the past, it's a good annual refresher on emergency parachute usage. Please contact Rochelle Oslick (425-562-8280) or Dan Tarasievich at Para-Phernalia, Inc. (360-435-7220 Mon – Thur 07:00 – 17:30 PST, dant@pstbbs.com) if you have any questions.

Classified Ads

For Sale: Garmin GPSMAP-195, all accessories, like new, \$600 obo. Call Bob Kenin 425-227-9405

Price Reduced! 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. \$8,200 OBO. Bill Herzog 425-255-0525

For the Web Heads

SCHEDULE MASTER:

<http://my.schedulemaster.com>

(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

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

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