

# ✈ 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>
J. Blake Bouldin	Guest	RNT
Toby Bright	III	RNT
David Dokken	Guest	RNT
Mehmet Ozal Gupur	I	RNT
Richard Jones	III	RNT
Andrew McVey	Affiliate	PAE
Glen Sherwood	Honeywell Associate	RNT
William York	Guest	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Azhar Osmanbhoy	2/24	Demco

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Marta Najfeld	2/19	Instrument	Kirby
Lori Bechtold	2/21	Instrument	Yager/ Turlington

## 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	3/18	RNT
• <i>Emergency Egress Seminar</i> <i>At Para-Phernalia (see newsletter article for details)</i>	10am	3/19	Arlington

## From Your President By Frank Marshall

**Aircraft Rates:** Those who attended the Crab Feed meeting heard some detailed presentations by Lawrence Day and Howard Wolvington, summarizing the way we fund our operations, and what changes are necessary.

The \$90 monthly dues cover our fixed costs, including insurance. The good news is that for the past few years we have been able to keep our fixed costs under control, and we have had no significant change in insurance costs (thanks to

an excellent safety record). Dues and insurance are reviewed annually in May at insurance renewal time.

The revenues generated from our hourly aircraft rates, on the other hand, are intended to cover routine maintenance and nominal fuel costs, as well as to fund two reserve accounts, one for major engine/propeller overhauls and one for aircraft replacement and enhancement.

Lawrence pointed out that our engine overhaul account is significantly "overdrawn," that is, we have effectively been borrowing money from our other reserve accounts to fund the engine overhauls in 2004.

Howard reported on a detailed study he did of all of our maintenance and overhaul invoices for the last four years (no small task!). He found, for example, that the average cost of a C172 engine overhaul has been about \$10.37 per tach hour (\$20,742 spread over 2,000 hours). He also found that these costs, as well as other maintenance costs, have been rising at a surprising rate. Our maintenance labor rate has increased from \$40/hr. in 2000 to \$60/hr. in 2004. Yet our aircraft base rates have not changed since 2001.

Based on Lawrence's and Howard's findings, the board has concluded we need to adjust our aircraft base rates for nearly half our fleet. The new rates are shown below. (Rates for leaseback aircraft are established by the owners.) These proposed rates were presented to the members present for questions, comments and suggestions.

Type	Old Base Rate	New Base Rate
C150	\$49	\$52
C172	\$68	\$68
PA28	\$68	\$68
Citabria	\$68	\$75
C182Q	\$90	\$100
C182RG	\$96	\$105
C172XP	\$91	\$120

Howard's analysis also showed that even with appropriate rates that cover our costs over the long term, we will still have to weather periods of very tight cash flow because of the way the overhauls can occur in bunches. He forecasts that the coming year, and a similar period about four years from now, will be two such periods.

One member present noted that the C172s are obviously our biggest revenue generator, and suggested we consider a small increase in the \$68 base rate for that model. He reasoned, correctly, that a small increase could have a noticeable impact

on our revenue stream, but in his opinion wouldn't be too painful for the membership.

At a special board meeting immediately following the Crab Feed, the board did in fact consider this suggestion, but decided instead to adopt the rates as they had been presented, and as shown above, effective March 1.

**Fuel Surcharges:** Those of you who have been following news accounts of airline woes related to skyrocketing fuel prices will not be surprised to learn that we have been similarly affected. Current prices are at record levels, leading to the largest fuel surcharges we have yet had to implement. Surcharges and the new total rates for March are shown below.

Aircraft	Base Rate	Surcharge	New Rate
C150	\$52.00	\$2.92	\$54.92
C172	\$68.00	\$4.19	\$72.19
C172S	\$87.00	\$4.19	\$91.19
C172RG	\$89.00	\$4.19	\$93.19
PA-28-151	\$68.00	\$4.19	\$72.19
Citabria	\$75.00	\$4.19	\$79.19
PA-28R200	\$89.00	\$4.77	\$93.77
C182Q	\$100.00	\$6.89	\$106.89
C182RG	\$105.00	\$7.00	\$112.00
C172XP	\$120.00	\$4.03	\$124.03
BE76	\$149.00	\$6.00	\$155.00

**Annual Awards:** Two award winners were announced on the occasion of the Crab Feed. Bob Guthrie received the Member of the Year Award in recognition of his unstinting and cheerful service to our association (over many years, actually), and Ernst Langhout received the Derdick award, recognizing not only extraordinary service to BEFA, but also contributions to excellence in aviation. Congratulations to both!

**Construction Projects:** The "flying asphalt" promised last month has not yet happened, but it's coming. A pre-construction meeting regarding the removal of the Action Aviation fuel tanks was held on site on February 9. The state Department of Ecology, the construction company hired by the state to do the work, airport management, city officials including the Fire Marshall, and BEFA were represented. (Action chose not to attend.)

The only issue left unresolved was the fate of the underground fuel lines connecting the tanks to the pumps on the west side of the parking lot. The Department of Ecology proposed flushing them out, capping them, and leaving them in place. The Fire Marshall concurred that that would be satisfactory. Airport management is still considering if they will accept this approach.

If they do, the state believes there should be enough money in the grant (that they made clear they are spending on behalf of Action Aviation) to cover the complete job, including repaving. If soil contamination is discovered, the state also

indicated that additional grant money is available to address that, and that it would be easy for a municipality such as Renton (as opposed to a private entity) to apply for and receive that funding. Construction is now scheduled to begin March 14.

We are working hard to see if we can get our phone lines relocated and up and running again prior to March 14. (This will involve a temporary trench through the parking lot in front of our office.) There is a possibility that the current lines run close enough to the fuel tanks that they could be severed during the tank removal. The goal is to prevent any significant disruption to our phone service and Internet access.

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**BEFA 2005 Fly-Out Invitation**  
**By John Scearce, BEFA Vice-President**

I have recently had discussions, primarily with Steve Ray, Secretary of the Victoria Flying Club (VFC). The VFC is based in Sidney, BC, near Victoria. Steve and I would like to promote joint flyouts involving our two organizations, in the interest of promoting aviation in general, encouraging pilots in our respective groups to become more comfortable and experienced with cross-border operations, and to generally expand our social and geographic "range circles" to include each other's territory, people and favorite destinations.

To that end, I am writing this article to request interested BEFA members contact me with comments. I'll also offer to add BEFA members to the email distribution list dedicated to this subject. I'll use the list to propose and potentially organize future flyouts to destinations in Washington and BC (initially). The VFC gang usually makes a point of flying only when the weather is good VFR and generally comfortable enough for a meal such as a barbeque lunch at the destination airport. They commonly include Washington State airports among their destinations, so even those BEFA members who don't want to deal with border crossings could potentially participate.

So if you are interested at all, please let me know. Here's my email: [john.p.scearce@boeing.com](mailto:john.p.scearce@boeing.com).

The flyout calendar can include dates selected by VFC and BEFA. VFC has a more organized flyout program, so I'll list the dates they have scheduled for this year, and we'll start from there. One interesting point is that their dates are based mostly on Canadian national or local holidays, so they tend to fall mostly on weekdays. We have the option to either join them on those days, if possible (days on which BEFA aircraft are usually easier to schedule), or to propose other flyout days to the VFC and see if they are interested. We certainly can still have BEFA-only flyouts as well, and I would be interested in hearing from people who want to do that too.

Here are the dates the VFC has scheduled for the 2005 flying season, with Canadian holidays noted:

- Friday March 25th
- Monday May 23rd (Victoria Day)
- Friday July 1st (Canada Day)
- Monday August 1st (BC Day)
- Monday September 5th (Labour Day)
- Monday October 10th (Thanksgiving)

The folks at VFC also told me they will send information about specific destinations when their plans firm up a bit more. They mentioned that they would like to see if we can co-ordinate a fly-in to VFC itself over the summer. They have an enormous hangar and excellent clubhouse at Sidney Airport, the combined GA and commercial airport serving Victoria. For more information about VFC, here's their web site:

<http://www.flyvfc.com/>

Apart from the stated interest of VFC members and potential interest of BEFA members, there are some technical obstacles, such as the fact that a few BEFA planes have customs stickers and radio station licenses (required for US planes flying to and from Canada) while others do not. These obstacles are not insurmountable, but would need to be considered carefully in planning such trips.

Please let me know what you think of this idea in general, and if you specifically want to participate. I hope we'll have some new and interesting adventures develop from this opportunity to see new places, and perhaps even see some familiar places differently through the eyes of our Canadian neighbors.

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## **Could Oshkosh Become World's Second Private Spaceport?**

**By John Scarce, BEFA Vice-President**

The 2005 Northwest Aviation Conference and Trade Show opened to a large and enthusiastic crowd on Saturday, February 26. I'll report on that event a bit more in the next BEFA newsletter, as the event takes place right up against the deadline for our March newsletter.

But I got one scoop that is too hot to wait on, so here it is: Rumors are flying that Burt Rutan may send SpaceShipOne on its fourth and final flight into space, followed by a landing at Oshkosh this summer.

Bob Warner, Senior Vice President of EAA, gave a brief talk on Saturday night at a reception for event exhibitors, at which he made an announcement concerning Burt Rutan's first spacecraft, SpaceShipOne, which won the Ansari X-Prize contest last year. Bob said Scaled Composites just confirmed to EAA officials last week that they will bring SpaceShipOne and its air-launch platform, White Knight, to Oshkosh this summer for a flying demonstration, and that this will be the last flying demonstration before delivery of SpaceShipOne to the Smithsonian Institution in Washington, DC for permanent display between the X-15 and Charles Lindbergh's Spirit of St. Louis. He mentioned this will also be the only opportunity for members of the general public to touch and look inside the spacecraft. The EAA Airventure web site confirms that much of the story:

[http://www.airventure.org/2005/news/050223\\_ss1.html](http://www.airventure.org/2005/news/050223_ss1.html)

Continuing, Bob said Burt told him SpaceShipOne astronaut Michael W. Melvill will participate, but Burt did not say which of the two vehicles Michael will pilot. The unasked but obvious question was, "Will SpaceShipOne fly into space again, this time with a landing at Oshkosh?" Bob said only that Burt offered no further comments. After the talk, I asked Bob if Burt seemed cagey about his answers to the question "Will SpaceShipOne fly to space again?", or if he made it clear this would be a low-level demonstration. Bob said that yes, Burt answered noncommittally, neither yes nor no, to the question of space. Then Bob added that a few years ago, long before winning the X-Prize, Burt Rutan told him and a few other EAA leaders in a meeting that he wanted some day to fly a small craft directly into space and return to land at Oshkosh during an EAA Airventure Oshkosh celebration. At the time, those who heard the comment, including Bob, dismissed it as an unlikely dream, even considering the source.

No specific commitment for a fourth flight to space has been made or denied, so we are left to draw our own conclusions. Can you picture Burt Rutan, his partner Paul Allen and their customer, adventurer Richard Branson flipping a coin to decide who gets to fill the two passenger seats available on SpaceShipOne on its last space flight? Bob made it clear he hopes that Burt decides to make private space travel history at Oshkosh this year. But even the simple opportunity for Oshkosh visitors to see the historic vehicle up close will be incredible enough for most people.

## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### THANKS TO MEMBER OF THE YEAR AND DERDICK AWARD WINNERS

The Staff also wishes to thank Bob Guthrie, 2005 Member of the Year, and Ernst Langhout, 2005 Derdick Award Winner, for their outstanding contributions to BEFA. There is no way that an operation of this size and complexity can function at the rates we provide without the help of great volunteers like these two members, and the rest of you wonderful members who contribute your time and talents.

### PILOT LOUNGE UPDATE

This last month, Frank Bond, Bob Young, Rob Wilson and Doug Kirby started with the demolition and cleaning of the old office space next to the upstairs classroom, so the project continues! We next hope to finalize a work plan and then see if we need any permits, if so secure them, see if the windows that were donated will actually work with our steel building, and then install them or buy new ones and install them. After that, the electrical framing and sheetrock will go up. We do need some 19' or 12' 2X4's. If anyone can spare a few, please call me. As this is an "off the budget" volunteer project, we are not using any money from the BEFA Operating budget, and the membership thanks those of you who are contributing your time and money.

### GRIEVANCES:

- 2/21/05 7568T Post flight not properly done, "looked like a hurry up job".
- 2/25/05 4801D seat adjustment handle found on floor.
- 2/28/05 4801D Oil dipstick needed wrench to get it off.

<h3>Notes From The Office</h3>
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#### '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:

- Phil Gardner for helping staff "stuff the bills".
- Bonnie Cole for fixing breakfast for everyone at the office on February 26th
- Matt Ray (CFI) for washing planes.
- Howard Wolvington (CFI) for moving planes.
- To all the many people who helped in the hangar cleaning project and the General Membership meeting.

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.
- Someone to remove and recycle our old fluorescent light tubes.

If you can head up or help on any of the above projects please let Wes know. Your efforts are greatly appreciated!

### 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.

## FAA Safety Information Online

**By Scott Gardiner, SEA FSDO Safety Manager**

*Editor's note: the following email from Scott was received through the Washington Pilots Association Paine Field Chapter.*

HELP!!! Please.

Your Government is currently spending a lot of money on war efforts. That had to have an effect on how the Government funds other things. I have been financially unable to send you a copy of our AeroSafe newsletter for the past 6 months. Fortunately, we now have faasafety.gov which we can use virtually for free. Unfortunately, only 28 percent of Western Washington pilots are currently registered. Would you please tell a friend about faasafety.gov and encourage them to register? It really is about the only way we have to keep you (them) up to date.

Thanks, Scott Gardiner, Seattle Flight Standards District Office

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## Communicating with ATC Seminar SEA TRACON March 31, 2005

*Editor's note: I received notification of this event via email because of my registration on faasafety.gov. As Scott notes above, this is a useful service and you can search the database for seminars in your area as well as receiving email notification regarding these and other FAA safety seminars.*

"Communicating with ATC"

Topic: ATC Communication Strategies

On Thursday, March 31, 2005 at 12:00 PM

Location: Seattle Approach Control Seatac Airport  
Seattle, WA 98148

If you think good communication is all talk, you have not been listening. This 4 hour seminar will feature lectures and question and answer sessions with controllers from Seattle Approach Control, Seattle Center, and several Western Washington control towers. **PRE-REGISTRATION IS MANDATORY.** Seating is limited to the first 50 people who register. Contact Sheryl Ice at 206-214-4648 or sheryl.ice@faa.gov and provide her with your name, address, phone number and driver's license number.

## 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.schedulmaster.com>

(There's a link from BEFA's homepage)

*Not near the web? You can also use*

*Schedule Master Telephone Scheduling:*

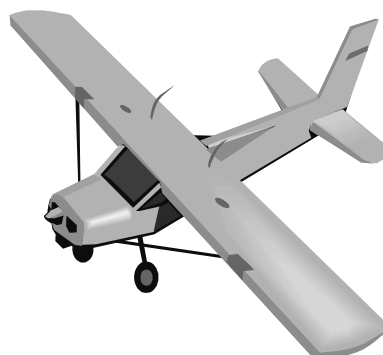
*1-800-414-6114*

*using your user ID, password and the touch-tone phone menu*

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