

✈ 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>
Daryl Hickman	III	RNT
Binh Hoang	I	PAE
M. Kneale	I	PAE
James "Frank" Lanier	III	RNT
Stephen Lebel	II	RNT
Juha Niemistu	II	RNT
Derric Smith	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
William Bovard	3/6	Paulay

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Alec Parslow	3/22	Commercial	Wolvington
Tim Veryioglou	3/25	Instrument	Wolvington

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	4/15	RNT

From Your President By Frank Marshall

Action Aviation Fuel Tanks: If you have been to the Renton office in the last few weeks, you have no doubt noticed that the underground storage tanks have been replaced by a large hole in the ground, and a rather large dirt pile now occupies the northeast quadrant of our parking lot. Here is the not-so-pretty story of what has happened.

You may recall that I reported last month that the state Department of Ecology (DOE) stated that they believed there was enough money in the tank-removal grant (provided to Action Aviation but managed by the state) to complete the job, including repaving. If soil contamination were discovered, they further indicated that additional grant money for remedial action would be readily available to a municipality like Renton to address that. Thus it appeared

that no parties to our current lawsuit would be unduly burdened with excessive clean-up costs.

When the tanks were removed, there was indeed some contamination found in the hole, although DOE personnel told us informally they considered the hole "relatively clean," and opined that if the hole were simply filled and repaved, one "could open the hole three years from now and not find any substantial contamination at all."

Nevertheless, at that point the city asked the DOE to halt work while they undertook their own clean-up effort using city trucks and equipment. They then contacted BEFA and asked for permission to store contaminated soil on our leased property. BEFA replied through our attorney that if the City decided to remove and store soil that it should not be stored on BEFA property.

When it became clear that the city was planning to spend many thousands of dollars on a clean-up activity that (a) was not mandated by the state, and (b) could be eligible for state funding if only the appropriate grant were sought, I became concerned that perhaps the city was planning to hold BEFA, at least in part, liable for their expenses.

Unfortunately, at this time, all the DOE players were unavailable, apparently attending a three-day off-site training forum.

I spoke with airport management and urged them to delay the start of their clean-up operation for two days, so we could have time to close the loop with DOE personnel. (DOE had left them a message that the hole was not "clean," and they were taking action based on that.)

I stressed that I felt it would be possible to find an amicable resolution that would satisfy all parties, if only there were time to sort out DOE requirements with the right people (based on what the DOE had been telling us). I specifically requested that the city not take hasty action that would lead inevitably to a court battle.

The airport management adamantly refused to consider any delay, and I was unable to contact any DOE personnel before the digging began. When I did finally reach them, they explained they would never stand in the way when a property owner (like the city of Renton) decides to conduct an "independent" (not state-mandated) cleanup to standards beyond what would otherwise be required.

In addition the city did proceed to store the dirt in a covered pile on our property, although they have assured me this is only temporary storage while they make arrangements to have it moved. (If you haven't seen it, this is no small pile; the city estimated they removed 170 yards on the first day, and it

appears a comparable amount was removed on the second and final day of digging.)

They have now partially re-filled the hole with crushed concrete, and have invited the DOE to return to finish filling the hole and do the repaving.

Finally, the other shoe did indeed drop. We received notice this week that the city of Renton is now seeking a judgment against BEFA for expenses “attendant to the remediation of the fuel farm site” and other remediation related to Action’s operations under our lease, plus attorneys’ fees, etc.

I must confess I am extremely disappointed to have to report this turn of events to you. I believe there was a potential solution available that could have avoided the unnecessary costs associated with this latest filing, if all parties had had that objective high on their priority lists. The responsibility for these clean-up costs and fees will now be determined by the courts.

New Phone Lines: I can at least report that our other construction project has gone relatively smoothly. Our phones and computers are now served by underground lines that come directly from the street in front of our building, the trench has been repaved, and we again have access to the north parking area (and a large dirt pile).

Fuel Surcharges: Fuel prices have continued their surge to new record levels. Surcharges and the new total aircraft rates for April are shown below.

Aircraft	Base Rate	Surcharge	New Rate
C150	\$52.00	\$3.58	\$55.58
C172	\$68.00	\$5.14	\$73.14
C172S	\$87.00	\$5.14	\$92.14
C172RG	\$89.00	\$5.14	\$94.14
PA-28-151	\$68.00	\$5.14	\$73.14
Citabria	\$75.00	\$5.14	\$80.14
PA-28R200	\$89.00	\$5.85	\$94.85
C182Q	\$100.00	\$8.45	\$108.45
C182RG	\$105.00	\$8.58	\$113.58
C172XP	\$120.00	\$4.94	\$124.94
BE76	\$149.00	\$6.00	\$155.00

BEFA 2005 Fly-Out Invitation

By John Scearce, BEFA Vice-President

Since last month, when I first suggested joint fly outs between BEFA and the Victoria Flying Club, I’m happy to report that so far, four members have expressed interest in this project, so I want to announce a meeting to share some ideas and start making plans. Please feel welcome to join us if you are interested in flying either as a pilot or observer/passenger.

For the first planning session, I’ll meet anybody who is interested and able to join me, starting 9:00 AM on Saturday,

April 16th at the BEFA Renton office. If we have interest from any Everett-based pilots, I’m willing to host another meeting this month in Everett to go over the plans again and hear your ideas. This can and really should be an activity any member can participate in one way or another.

We have already received a standing invitation by the Victoria Flying Club Secretary to host a BBQ at their clubhouse to welcome BEFA flyers who visit, whenever we agree to go. The date for this event is not decided yet, but I’ll entertain suggestions at our first BEFA planning meeting on the 16th. The VFC folks are quite familiar with most of our favorite Western Washington destinations, and are equally willing to arrange a joint flyout to any of them, just for the excuse to fly and meet new pilots.

Again, if you have any questions or concerns, please don’t hesitate to contact me.

john.p.scearce@boeing.com

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

NEW MAINTENANCE FOCAL AT PAE

We all would like to thank Larry Fields for his long tenure as the PAE site BEFA Maintenance Focal - we owe him a beer or two. Brian Behrend has generously offered to fill that position and will be helping interface with Brian Barth at Regal Aviation and BEFA Operations at RNT. Thanks again to both of you.

SQUAWK SHEETS

Please put the proper squawk on the proper type squawk sheet. Remember the airframe/engine/upholstery etc.... type squawks are to be put on the white/yellow “Aircraft Discrepancy” sheets, with the white copy in the box and the yellow in the tach book. The Avionics squawks go on the green/pink “Avionics Discrepancy” sheets, with the green sheet in the box and the pink in the tach book. The wrong type of squawk is going on the wrong sheet which delays addressing the problem. Also note that avionics squawks do not include lights (landing, nav, or post lights) or ignition related problems. These should go on the white sheets. Avionics squawks pertain to the Nav/Com/transponder type items and associated systems such as intercom and push-to-talk switches, etc.

Secondly, it is the responsibility of each pilot to thoroughly read each outstanding squawk. I have concerns that pilots are starting to treat flights as casually as hopping in the mini van to go to the store. This attitude will eventually result in a problem if not nipped in the bud right away. We’ve had

occurrences in 7568T, 78440 and 5344K during this last month where I question if some of the pilots flying the planes actually checked the squawks prior to the flight. There were no airworthiness items of consequence noted in the squawks, but there could have been. Even if there are no serious airworthiness items it is important for the PIC to be aware of all squawks prior to the flight. (See FAR 91.103).

RUSSIAN DESIGN BUREAU AT BEFA

BEFA hosted engineers from the prestigious Russian Design Bureau last month. It was requested that we provide general information on General Aviation in the United States and fly them over the various Boeing plants in the greater Seattle area. Thanks to Howard Wolvington and Mike Sievers for their generosity in providing these flights to them. (Apparently Mike's Russian language skills provided some comic relief during the flights). Over the last few years in addition to the above, BEFA has provided service and support to other Boeing groups including;

- BCA 7E7 Propulsion Aerodynamics in nacelle test paint studies,
- Military Flight Test to convert military pilot ratings to civilian equivalent,
- Boeing Customer Relations/Sales,
- Boeing LEAD Program,
- Boeing Executive Training
- Background and resource help to Industry Analysis, Phantom Works.

SCHEDULE MASTER REMINDER

Please remember to install or update your personal data in the Schedule Master "USER" window. If you have a new home/work/cell number or new e-mail address, or any other change that needs to be made, go to Schedule Master and log in, click "user", enter your name in the field per instructions and when your name comes up click on the "user number," then enter any new information or changes in the proper field. Remember to scroll down to the bottom of the page and depart the window appropriately for it to take. We'll have an article in the next newsletter on detailed usage of some of the features Schedule Master provides that largely go unused by the membership and can provide a great deal of help to you.

MORE ON SCHEDULING

There have been complaints from members, regarding pilots booking aircraft out (both at RNT and PAE) for large blocks of time and either not canceling flights or canceling them at the last minute or more frequently, only flying for an hour or less. It's understood that at times there are going to be unique circumstances and this will happen occasionally, (WX, illness, unforeseen change of plans etc...), but it's becoming more prevalent, and not just isolated to just one or two parties. Please remember to be considerate of your fellow members and only book the time you realistically will fly with a more

realistic cushion, allowing for more flight time booking for your fellow members and revenue for your association.

Thank You.

GRIEVANCES:

- 3/5/05 704GC - Gust lock left out.
- 3/8/05 5344K - Gust lock left out, fuel on both.
- 3/10/05 733XW - Greasy rag left in seat pocket
- 3/16/05 435SP - Gust lock left off and avionics power switch left on.
- 3/19/05 5344K - Gust lock left off.

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:

- Greg Willit for changing aircraft.
- Glen Sherwood for working on the soda machine.
- Charles Manry for bringing plane to maintenance.
- Bernie @ ProFlite for loaning "taildragger" tow bar to us.
- Tim Veryioglou for repositioning planes.
- Alec Parslow for repositioning planes.
- Gary Pipkin for organizing and boxing up event supplies.
- Jim Gannett for providing rides.
- Marta Najfeld for repositioning Citabria.

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.
- Some 10' to 12' 2X4's needed for lounge project.
- Someone with truck/van to take our old burnt-out fluorescent lamps to recycler, many are 8' long.

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

Use Your Pilot License to Serve Your Community

By TSgt Ron Kruml, Public Affairs

Seattle Composite Squadron



The Civil Air Patrol (CAP), the official auxiliary of the U.S. Air Force has been using private pilots and their skills since World War II. CAP personnel provided coastal patrol, flights of personnel and critical equipment, and air search and rescue, in addition to a variety of other missions.

The modern CAP also has a big job in providing emergency service assets to the U.S. Air Force Rescue Coordination Center, Federal and State Emergency Managers, and local law enforcement. From counter-drug reconnaissance, electronic search, to homeland security missions, CAP air and ground crews are proving their value as important aviation resources.

The Seattle Squadron, based at Boeing Field is comprised of approximately 80 senior (adult) members and around 40 cadet (teenage) members. The Seattle Squadron is the largest and most active unit in the state. While maintaining an active cadet program, our squadron's primary goal is to provide qualified air crews for emergency service missions.

Senior members typically hold two functions. One being a CAP specialty and the other a mission function. For example, the commanding officer is also a mission pilot, and our emergency services training officer is a mission observer. CAP specialties include, administration, finance, logistics, communications, safety, medical, legal, cadet program, public

affairs, and many others.

Training is a large part of squadron and individual activities. During our weekly meetings, training topics are presented by subject matter experts. Subjects can include, aviation weather, crew resource management, survival equipment, and other general aviation and emergency service subjects. Individual CAP officers are also expected to progress with their professional development through enrollment in distance learning courses as well as seminars given locally. Each member can obtain specialty track guides and other publications to help them advance in their particular specialty. Training seminars and practice missions are held throughout the year to help maintain proficiency and qualify personnel in their jobs and familiarize them with CAP and state procedures..

As you can see, CAP members tend to do a lot, especially in the Seattle squadron. We take our mission and areas of responsibility very seriously.

If this sounds like something you want to be involved with, come to one of our weekly meetings. These are held every Monday night at 7:00pm in the 7300 building, directly east of the BFI terminal building. Come out and meet us. Bring your questions. One of our members will sit down and give you more information and help you with the membership process.

Join us. Wear the uniform of a proud organization with a long history. Serve your community and your nation. Become a part of the Civil Air Patrol.

For more information, email Sergeant Kruml at kb7jcp@earthlink.net or go to the Squadron website at: <http://www.capseattlesquadron.org>

From Your Safety Officer

By Mike Sievers

In the January 2004 newsletter, I wrote about icing in and around the Cascades and, because of recent icing incidents I have recently read about, I thought it appropriate to bring it up again. While some of the items are well known to most of us (sometimes through hard won lessons), there were points that may not be as well known. For reasons listed below, the Seattle FSDO has termed this phenomenon the West Cascades Ice Machine.

The West Cascades Ice Machine is a weather phenomenon during which air, laden with moisture from its trip across the Pacific Ocean, blows into Western Washington and is lifted up the western slopes of the Cascade Mountains. This lifting

of moist air has a cooling effect and produces some of the very best (or worst depending upon your point of view) aircraft icing conditions in the world. Ice accumulation here can be extremely rapid. It is an icing condition that must be taken into account in addition to the normal icing conditions that accompany the usual cold and wet that exists throughout the northwest during the winter. In general terms, the Ice Machine exists primarily over the west slopes of the Cascades east to and slightly beyond the crest, and is most prominent between 6,000 and 14,000 feet MSL.

Pilots of light airplanes caught in this Ice Machine can instantaneously find themselves in icing conditions where full power and best rate of climb speed results in a substantial rate of descent. Structural icing makes the airplane heavier and it disturbs the airflow over the wings and propellers, which makes them less efficient. As ice accumulates, the airplane gets heavier while lift and thrust decrease. Full power can still render you looking for a place to land in the mountains.

There are a couple of rules of thumb about the accumulation of structural icing. First, the airplane must be flying in an area of visible moisture (rain, snow, cloud, fog, etc.). Second, the critical temperature range is about plus 3 C to approximately -20 C. Moisture which is warmer than +3 C is rain, which will not ice up on the airplane (except when the airplane has been flying in sub-zero temperatures for some time before descending into the rain). Moisture which is lower than -20C is too cold and dry to stick to the airplane. These are generalizations and there are exceptions.

There is one more bit of information you need to know. The FAA definition of the phrase "known icing conditions" comes from numerous NTSB law judge decisions over the years. Beginning with a case in 1957, the NTSB has stated that icing conditions exist when the temperatures are below freezing and there is visible moisture. They have said further that because the flight service station network states the existence of those conditions in reports that are available to pilots both before the flight and while en route, the icing conditions are "known." So, contrary to popular belief, it is not necessary to have a pilot report to have known icing conditions.

On the surface, the above newsletter article seems to apply more to IFR pilots. However, remember that freezing levels near the Cascades can descend below the cloud layer and rain below this layer can result in icing. At this time of year, a few extra minutes with the briefer on this issue can be well worth the investment.

Ramp Check at Arlington

By Bill Bovard, Student Pilot

Is the paperwork in the airplane you are flying complete and up-to-date? Do you have your logbook with you and does it show the necessary endorsement(s) for where you are and what you are doing? Do you have your license? For me the answers were yes, fortunately, when ramp checked at Arlington on a quiet weekday morning recently. Apparently, the FAA Inspector had little to do so he caught up to me when I made a "pit stop" in the midst of practicing landings. I was glad I had taken the time to find and confirm the airplane's paperwork recently, and of confirming its presence before each flight. Noting my student pilot certificate and low hours in my log he was also interested in why I wanted to learn to fly. I suppose that question is more than just curiosity in this post 9/11 world.

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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