

# ✈ 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>
Simon Bromell	Affiliate	RNT
Brandon Burton	Honeywell Associate	RNT
Kevin Creary	II	RNT
Tom Forbes	III	RNT
Robert Hastings	I	RNT
Charles Huggins	II	PAE
Eric Hultman	I	RNT
Terry Leitch	III	RNT
Adam MacDonald	II	RNT
Scott Mathews	I	RNT
Michael Nieman	II	RNT
Clinton Travis	I	RNT
Brian Wutzke	I	PAE

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Andy Curtis	4/4	Wolvington
Toby Bright (SES)	4/21	Stemwell

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Phillip Garner	4/6	Private SEL	Marshall
Dawn Gidner	4/9	Private SEL	Whiting
Marta Najfeld	4/9	Comm SEL	Kirby
Marta Najfeld	4/13	Comm MEL	Kirby
Glenn Dalby	4/25	Instrument	Dubbury

## 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	5/20	RNT
• <u>Pinch Hitter Class</u> (2 night class)	6-8:30p	6/7 and 6/9	RNT

## From Your President By Frank Marshall

**Action Aviation Fuel-Tank Lawsuit:** There have in fact been some recent developments in our three-party lawsuit, involving us, Action Aviation, and now the city of Renton.

I received a phone call last month from the manager of the group at the Washington State Department of Ecology (DOE) that provided the grant money to Action for the fuel tank removal project. He explained that he still had additional grant money available for clean-up efforts, but was reluctant to step forward because of the ongoing legal battles.

He offered to provide a neutral site at his offices in Bellevue for the parties to get together to see if we could resolve our differences. He offered to be present as a neutral party who could offer off-the-record perspectives on the various issues in dispute, and who had grant money available to help us move toward an agreeable resolution

I expressed considerable enthusiasm for his offer, and our attorney followed up by contacting him and then sending letters to the attorneys for the other two parties suggesting a get-together in DOE offices on one of two proposed dates in late May.

As a result, we now have settlement talks scheduled for May 23. Let us hope reason prevails.

**Fuel Surcharges:** As you know, our fuel surcharges are set monthly to cover our actual excess fuel costs associated with unusually high fuel prices. The surcharges are based on the current price increment above the nominal per-gallon price on which our aircraft hourly rates are based. In the case of non-BEFA-owned (“leaseback”) aircraft, the owners are free to set their own aircraft rates, but generally they have asked us to calculate the surcharges and adjust the total rates in the same way.

One notable exception has been the owner of the BE76 Duchess (2008E). He has bravely tried to hold the line by absorbing most of the extra fuel expenses himself, not letting the surcharge go above \$6 per hour. (Only one observant reader of this column has questioned why only the Duchess surcharge has stayed constant while all the others seem

headed ever upward. Perhaps the people who actually fly it were afraid to ask.)

Alas, all good things must come to an end. The owner has decided to let the surcharge reflect the real price of fuel. Thus, as of May 1, the Duchess surcharge is now being calculated in exactly the same way we calculate the surcharges for all BEFA-owned aircraft (please see May rates below), based on the average fuel consumption rate (GPH) for each airplane model.

Aircraft	Base Rate	Surcharge	Total Rate
C150	\$52.00	\$4.84	\$56.84
C172	\$68.00	\$6.95	\$74.95
C172S	\$87.00	\$6.95	\$93.95
C172RG	\$89.00	\$6.95	\$95.95
PA-28-151	\$68.00	\$6.95	\$74.95
Citabria	\$75.00	\$6.95	\$81.95
PA-28R200	\$89.00	\$7.92	\$96.92
C182Q	\$100.00	\$11.44	\$111.44
C182RG	\$105.00	\$11.62	\$116.62
C172XP	\$120.00	\$6.69	\$126.69
BE76	\$149.00	\$16.72	\$165.72

### BEFA Fly-Outs Taking Shape

By John Scearce, BEFA Vice-President

Six BEFA members have joined this project, so I'll offer a second meeting for anybody who wants to participate. This activity is to promote flying two or more BEFA aircraft to a specific destination, and you are eligible to join us either as a pilot or passenger. The next meeting will be at the BEFA Renton office on Friday, May 6, 5:30 PM. If anybody can't make it but is able to call in, please call my mobile, 206-491-5203, which we can use as a speakerphone. If multiple people call this way, we'll set up a teleconference.

The Victoria Flying Club (VFC) told us their planned schedule. They have invited us to join them on any of their outings. They usually pick a location not long before each date, to allow for WX and other issues. Here are their dates:

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

At the last BEFA Flyouts meeting, the people attending proposed dates for BEFA events, including BBQ events for VFC to host a BBQ visiting BEFA people, and another for us to host them at our place. If you want to know what locations

we propose for each of these days, contact me and I'll send you the full list and (if you like) add you to the announcement mailing list for this activity. The dates are:

- Saturday, June 25, 2005
- Saturday, July 9, 2005
- Saturday, Aug 13, 2005
- Saturday, Sept 17, 2005
- Monday, Sept 5, 2005
- Saturday, Sept 24, 2005

As I said before, if Everett members are interested, I'm willing to host another meeting this month in Everett to go over the plans again and hear your ideas. Please contact me if you have any other ideas or suggestions.

[john.p.scearce@boeing.com](mailto:john.p.scearce@boeing.com).

### Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

#### HANGAR DOOR OPS

A reminder that if you have not been checked out on the hangar door operations, please do not attempt to raise or lower them. Someone almost ran the wires off the motorized drum by leaving the down switch on too long. Check with Staff to get checked out on this procedure.

#### GO/NO GO DECISIONS ON TAKE OFF

Ask yourself this question before you read any further: as you push the throttle forward, what are you really thinking about at that exact moment? Not what you should be thinking about, or what you'd prefer to think you'd think about, but what was in your mind at the exact time of your last take off. If you're honest, most will say "well, the engine RPM coming up and the rotation airspeed being achieved then the proper pitch set to give me Vy to my altitude, anticipation of the climb, and generally focus on the perfect take off technique etc...."

We had a recent occurrence that sparked a revisit to the decision making process and mind set present at this critical time called "take off". Humans are predominantly task orientated creatures, and tend to pursue their set goals with a tunnel vision that can obscure the obvious, not only in business and personal lives, but flying as well. Most of the time, this is a benefit. Sometimes though, it's a disaster. Pressure to "get the task done as quickly and efficiently as possible" pervades and drives our culture, and sometimes it should be "let's call it quits and try again when things get sorted out". This impulse is a strong part of our human nature.

As pilots, who generally tend to be type "A+" personalities to begin with, this is one of the characteristics that we have to constantly modify, i.e. "train" out of our reaction mode for certain tasks. The take off is one of the most critical of those tasks. While learning to fly jets and subsequent recurrent training, it's practiced and drilled into the crew to always be spring loaded with a mindset not to take off but to ABORT the takeoff, and if things happen to be going fine, then great, continue. As a team your training and habit patterns are modified to foster this mindset and the accompanying reactions. Things happen extremely fast and the equipment is very complicated and having to "think" about it will probably be too late to elicit a proper reaction in time. There is always a briefing just prior to each takeoff containing a verbal description and confirmation containing the criteria to determine the abort and exactly what will be done when it's called. This is exactly the mindset to have and process to follow even in single engine pistons and we must foster it.

A pilot recently had an interesting experience. Prior to the flight a weather briefing was obtained and appeared OK, observed pattern activity seemed normal. The METAR was 180 @ 10 K, with the east side of the airport however having some large CB's about, but the west side was blue sky - CAVU except to the east. During the start of the take off roll the pilot noted the airspeed was a little slow in acceleration, power was set and normal RPM was indicated, configuration according to the tower was correct yet the plane was using much more runway than normal, noticeable to both tower and pilot. The pilot instinctively felt uncomfortable. Rotation was finally set at 50k, yet when passing through 60k the plane still seemed to be "stuck" to the ground and as mentioned was using up far more runway than normal. Finally the plane staggered into the air and climbed at a very anemic rate. The air was found to be quite turbulent once aloft and pattern altitude was never achieved either due to the anomalies or the nervousness of the pilot. Other than overshooting the centerline quite a bit, the landing was fine and the pilot taxied back and tied the plane down.

In reading this it seems obvious that the decision should have been made to abort the takeoff, adhere to a go/no go point and chop power and taxi back to safety and try to figure it out safely on the ground. One has to wonder how many pilots would have done the same as this pilot did though. No mechanical problems were found with the plane, density altitude was fine, but from associated PIREPS, including a FSDO Inspector giving a Part 135 check ride in a Caravan, conditions were very turbulent aloft with low and midlevel wind shear evident, which at this point seems to be the culprit. Perhaps it was either a sustained downdraft or winds had changed to a tail wind. It's assumed drafts were emanating from the CB's in proximity to the east, underscoring the power of these systems.

The late Ken Chryst told a story that I still use in lectures pertaining to the density altitude portion of Ground School, and on the decision making process of pilots on take off. Ken was on vacation in the Sierras and as pilots tend to do, we seek out the nearest airport for a short visit, (driving our families crazy). He said it was a blistering day, at least 95+ degrees, no wind and high altitude. While there, he saw a fully loaded C-150 start its take off roll. He observed the plane remain on the runway for an uncomfortably long time. Finally it started to lift off, but once out of ground effect it came back down to contact the runway. The pilot continued and once again the plane staggered into the air and settled back down. The determined pilot apparently believed his tenacity would overcome physics and attempted a third time with predictable results.

Ken said the pilot then must have discovered he could not "will" the plane into the air and chopped the power but by then had about run out of runway. He and his passenger went off the end and were stopped by the chain link fence at the airport boundary, fortunately with little damage. His mind was set on takeoff, (repeatedly!), not on aborting, and his body obeyed his mind set. Again, a go/no-go decision point was apparently not planned nor did the pilot have an "abort" mentality, not to mention consideration of the probable performance figures. The same attitude can be prevalent on landings also.

One of the ways to help foster the preferred attitude or mindset is to do something mentioned before. Step up to a more complex aircraft and take advantage of the training and equipment to expand your capabilities, even if you're never going to fly that type of aircraft again. This expands your abilities and raises the bar of your competency beyond what you normally fly and enhances safety. For the go/no-go decision-making process, the twin engine Duchess we have is an excellent machine to refine and exercise this habit.

Twin engine type General Aviation training begins the step-up to a more "professional" or "commercial" type of training and decision making regime that is typically not emphasized as strongly in the single engine GA arena. (Some say that because of two engines you're not any safer, you've just doubled your chance for an engine failure). The objective would not be to get you to fly a twin necessarily but enhance and expand your critical techniques and decision making practices. The philosophy and discipline of accelerate/stop and hard decision points and criteria is an important technique to utilize in all types of aircraft.

If a few flights in a twin are out of your reach, then read up on these techniques, or better yet on your next six month check ride or bi-annual, have your CFI emphasize and practice this mindset. Also, don't forget to have prearranged off field landing spots around the vicinity of the departure end of the runway. Every pilot should have a few select spots to aim for

in the event of an off-field landing immediately after takeoff. Plan for the event with a prearranged course of action. In our ever crowded world there may be no place available that will facilitate a no damage type landing, but you can usually always find a few locations that will, if properly executed, result in a great chance of not having injuries of the plane's occupants, and certainly those on the ground. (Don't worry about the plane, it's insured).

The summary here is to have a point on the runway where you plan to abort, and if everything is looking good at that point, then continue your takeoff, with an alternate course of action in the event of a component failure after lift off (Vlof). Weather, component failure, configuration mistakes etc.... can all conspire to test our ability to override our "get the task done" nature. Only by being very conscious of it and deliberate in our plan of action can we beat this instinct and take more control of our fate.

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#### GRIEVANCES/INCIDENTS:

- 4/23/05 735LH left wingtip damaged from unknown source.
- 4/24/05 54088 right wingtip damaged from taxi, (no relation to 5LH wing tip).
- 4/05 739BT sand and salt on airframe/wings/stabilizer.

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#### 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:

- Will Allen (CFI) for helping to secure aircraft.
- Tim Veryioglou for picking up ferry pilot.
- Doug Kirby (CFI) taking the fluorescent lights to recycling.
- Ernst Langhout for relocating planes and providing rides to pilots.
- Shad Pipkin for relocating plane.
- Jeff Lang for providing ferry flights to PWT.
- Rob Wilson for providing tiedowns installs and plugging up the rat hole.
- Bill Bovard for washing plane.
- Howard Wovlington (CFI) for delivering oil to PAE.
- The Condliffs for donating carpets.
- Will Allen (CFI) for picking up and delivering parts.
- Howard Wovlington (CFI) for donating printer.
- Bob Guthrie (CFI) for relocating airplaness.

VFR and tailwinds to all of you for your generous support!

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#### 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:

- 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.

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

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#### 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. 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 receiving 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. All though 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 and decide how to resolve the situation yourself.

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## **BEFA Pinch Hitter Class**

**By Mike Sievers, Safety Officer**

BEFA will be offering a two-night "Pinch Hitter" class on June 7th and 9th in the Renton classroom. What is a Pinch Hitter Class?

A Pinch Hitter class is designed to give your non-pilot flying companion, whether it be spouse, significant other, or good friend, an introduction to airplanes and flying. We pilots are pretty comfortable about getting from point A to B in airplanes that are smaller than your average 737, but what about your non-pilot flying companion? To someone who has

little or no familiarity with flying, a Cessna 172 cockpit can like a confusing mass of dials and equipment. The Pinch Hitter class can help your flying companion to become more knowledgeable about flying, and take some of the mystery out of flying. The classes will cover basic information about flying, radio communications, navigation, and map reading.

In addition, the Pinch Hitter students can sign up for an optional introductory flight with a BEFA flight instructor, so that they can practice what they've learned and get more familiar with airplanes. If you have a non-pilot flying companion, please encourage them to consider signing up for the class. There have been cases where flying companions were so enthralled by the experiences that they gained from the Pinch Hitter class, that they immediately signed up for flying lessons.

The two-night class will be conducted from 6:00pm - 8:30pm by a BEFA instructor. The dates will be Tuesday June 7th and Thursday June 9th. The class fee of only \$15.00 covers the cost of course materials and includes an informational booklet, which you can take home with you. (BEFA has generously agreed to cover the instructor fees, so this is an excellent deal). In addition, participants can schedule an optional flying session after with the instructor of their choice at a mutually agreeable time. The fees for the optional flying session are not included in the Pinch Hitter class fee, and must be discussed with your selected instructor. It's a valuable class, and highly recommended! Call or stop by BEFA to sign up.

**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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