

✈ 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>
Ingrid Abendroth	II	RNT
Kim Blair	III	RNT
Gene Bowley	I	RNT
Ramon Burin	I	RNT
Jay Decker	II	RNT
Karl Jacobson	II	RNT
Lacey Konrad	I	RNT
David Liddington	III	RNT
Stacey Ridenour	II	RNT
David Stechmann	Affiliate	PAE
Joe A. "Tony" Williams	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Mark Gaponoff	6/2	Demco
Suzanne Myers	6/16	Demco
Binh Hoang	6/18	Behrend

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Azhar Osmanbhoy	6/7	Private SEL	Demco
Andy McVey	6/8	Private SES	Yager
Conrad Kimball	6/29	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>Bath and BBQ</i>	11:00a	7/16	RNT
• <i>Board Meeting</i>	5:00p	7/22	RNT

From Your President
By Frank Marshall

Action Aviation Lawsuit: The settlement talks are still continuing. While real progress does seem to be occurring,

these things are never over until they're really over! Stay tuned.

Membership: BEFA membership has been slowly, but steadily, growing over the past year. The board tracks membership totals each month as a percentage of the previous year's value, and these numbers have been generally running in the range of five to ten percent annual growth. In June total membership was up 6% over the previous year's value, and active membership was up 7%.

This growth tends to help our cash flow situation, but also has implications for the availability of airplanes. The bylaws require that the ratio of participating members to airplanes shall not be greater than 30 to 1, and requires the board to "endeavor to provide one airplane for each fifteen participating members." This ratio is currently running at 11.3 participating members per airplane. (Types of memberships are defined in the bylaws.)

Delayed Returns: Just a reminder: Our Procedures Manual and Rules of Operation require notification of either the office staff or a board member when you can't return an airplane on time. In the case of an overnight delay, it may be tempting to wait until the office staff arrives the following morning – but don't!

It's probably not a bad idea when on cross-country flights to have a couple of board members' phone numbers on your cell phone speed dialer. (The numbers are available on the back of this newsletter, as well as on the BEFA web site and in Schedule Master.) I can tell you I would much prefer to get a late night phone call explaining the problem, than a different kind of phone call the next morning, as I did this morning, reporting that an airplane was "overdue." (In this case it was weathered in at Kelso, and the pilot's phone call to BEFA came minutes after I was notified.)

Fuel Surcharges: Surcharges and rates for July are as follows:

Aircraft	Base Rate	Surcharge	Total Rate
C150	\$52.00	\$4.29	\$56.29
C172	\$68.00	\$6.16	\$74.16
C172S	\$87.00	\$6.16	\$93.16
C172RG	\$89.00	\$6.16	\$95.16
PA-28-151	\$68.00	\$6.16	\$74.16
Citabria	\$75.00	\$6.16	\$81.16
PA-28R200	\$89.00	\$7.02	\$96.02
C182Q	\$100.00	\$10.14	\$110.14
C182RG	\$105.00	\$10.30	\$115.30
C172XP	\$120.00	\$5.93	\$125.93
BE76	\$149.00	\$14.82	\$163.82

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

ARRIVING LATE FROM A FLIGHT?

Echoing Frank Marshall’s reminder to keep BEFA abreast of late arrivals, the phrase “Time to spare, then go by air” is well tuned to the late Spring/early Summer weather we have been getting. VFR routes are easily obscured with the series of low pressure systems that have been carrying in the moist, low clouds we’ve been experiencing. Even some nasty thunderstorms have caused aircraft to stay on the ground, and pilots were thankful they chose to not fly that day. Few things give us more pleasure at BEFA Central than someone on a cross country flight (or local flight for that matter) calling us to say that they are on the ground safe and sound waiting for the weather to lift. You are not charged for any weather delays. We’ve had several cross-country flights flown this Spring. One flight I remember was conducted by a relatively new BEFA member who was weathered in at a couple of locations as he worked his way back. He made a point of calling us every stop and updating us on his situation and route. His use of VFR Flight Following also was both a comfort to him and us, and when he could not use Flight Following, he provided position reports to FSS that we could monitor if needed. We all slept well knowing his situation, and his updates gave us confidence in his decision making.

Remember that there is a procedure in the BEFA Rules of Operation, 5.6.(d) stating “signing the itinerary is acknowledgment that the member has read, understands and agrees with the ‘BEFA Policy on Delayed Cross-Country Flights’, posted in the Cross-Country Scheduling Book”, at the front desk. Also, BEFA Rules of Operations states in 5.9 (f) that if the return is delayed for any reason,

- “The pilot must notify the BEFA Staff or a BEFA Board Member with the reason and the revised arrival time”.
- Please try to leave more than a message on our answering service, if able. Specifically, if the Staff is not in to talk to directly, certainly leave a message on the answering service, (we love ya for that). **BUT** you still must try to contact either me (Wes

McKechnie, the Operations Manager) or Walt Cameron (the Board Operations Officer), or any other Board Member.

- All the names and various phone numbers of Staff and Board Members are listed on a paper in the glove boxes of all BEFA aircraft, along with blank squawk sheets and insurance papers. They are enclosed in a plastic sleeve, and are usually updated annually.

The upshot is: please do your best to call and talk to one of us personally to let us know you are stuck, whether it is because of weather or maintenance issues. At the very least, update FSS if you’re late with your new ETA if you’re in the air. All this is not just for the BEFA requirements, but common courtesy - it saves years of life on your manager and the Board Members. We have great “angst” and experience a truly miserable day or night when we don’t know where you are and you’re overdue, not to mention the disruption of personal plans. A lot goes on behind the scenes when one of our planes is overdue without notification.

In addition, remember that if you absolutely have to be somewhere at a definite time, either at the destination or the return to BEFA, a car still may be the best thing to use. Remember again, if there is “Time to spare - then go by air”. Sit back and enjoy your extra night on the road. It’s far better to be on the ground wishing you were in the air than in the air wishing you were on the ground. Thank You from the Staff and Board Members.

AVIONICS TECH NEEDED

Our Avionics repair provider has a full time hourly position available to someone with an electrical and avionics background. Please call them at 360-340-1754 for details.

GRIEVANCES/INCIDENTS:

- 6/11/05 Hangar door was opened without latch being released breaking the handle and bending the mount. AS WAS NOTED IN PREVIOUS RECENT NEWSLETTER, DO NOT OPERATE THE HANGAR DOOR UNLESS APPROVED TO DO SO.
- 6/16/05 435SP: Tiedown left off and towbar was left on plane’s nose wheel

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:

- Mike Sievers for picking up parts.
- Will Allen for providing rides to pilots.
- Shad Pipkin, Rick Munger, Matt Gianni and Vivian McKechnie for help with invoices.
- Don McGinnis for providing building supplies for the BEFA lounge upstairs.
- Joe Kranak for delivering 7568T engine to Troutdale, OR.
- Rochelle Oslick for helping during power outage.
- Howard Wolvinton for miscellaneous tasks, including replacing door handle.
- Peter Cookman for positioning airplanes.
- Vivian McKechnie for filing and phone answering in the office.
- Frank Bond for document work.
- Kip Davis for miscellaneous tasks.
- Tim Veryioglou for replacing broken tiedowns and repairing towbar

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:

- 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, 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 to weed whack and spray the tufts of grass growing on the ramp area

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

Bath and BBQ 2005!

Saturday July 16th

By Gary Pipkin

Bring the whole family! Wash a plane or two and get a great dinner. This year's Bath and BBQ date is **Saturday July 16**. Plane washing and vacuuming will begin at 11AM and we will most likely finish before 5PM (it always does). If you want to come an hour earlier and get a head start, Cool! Me Too! Steaks and hot dogs will hit the grill about 4:30 PM. Fried chicken will be available for those who want it. Salad, soft drinks, beer and wine are also supplied. 5 PM is the appointed hour to smile at a spiffy clean fleet over a good steak! The whole party is paid for by BEFA; a formula for a great time! We would like to borrow 3 BBQ Grilles and 2 Shop Vacs for the event, so if you can bring one of these, please let the office know. BEFA has everything else. Again, **the whole family makes it more fun**. The younger kids love to get into the airplanes and clean the inside of the windows and vacuum the cargo areas as well as dust the glareshields and instrument panels with the feather dusters. Tasks that are tough for us bigger folks to get at. There's no better way to spend a day hangar flying in a way the whole family can enjoy.

From Your Safety Officer

By Mike Sievers

As each of us learned in training, systematic organization of the cockpit and of the flight details lowers your workload, and this includes the kind of material you take with you in your flight bag. Having your resources conveniently organized will help you continue to cross-check the navigation sources, fuel levels, and weather in a timely manner throughout the flight.

The complexities of today's airplanes and flight environment require a systematic approach to the operation of flying. And you cannot be systematic unless you are organized. This starts with a checklist. Use the manufacturer's checklist, or develop your list own based on the manufacturer's checklist with additional details according to the airplane or BEFA specifications. This way, phase checklists (before takeoff, climb, cruise, approach, after-landing, etc.) can accomplish all the important procedures and you won't have to rely on your memory to recall key items specific to the airplane. You can also add to the checklist things for quick reference during the flight, such as V-speeds. Whether you use your own checklist or the one from the POH, always position the checklist in the same place – in a pocket by your leg or in a seat pocket within reach. It is distracting to have to search for important tools, especially in high-workload environments, when working the issues at hand require most of your attention.

Beyond the checklists, be familiar with the organization of the materials you will be using in the cockpit. You can have the most amazing flight computer at your fingertips, yet not be able to extract any information from it if you must look at the user's manual to do simple calculations. The same goes for airport guides, charts, approach plates, and navigation logs. If you don't know where to look for the information when you need it, you increase your workload in the cockpit. A few minutes spent familiarizing yourself with the layout of an airport guide will help you find the traffic pattern altitude at a glance, rather than through a minute of scanning the page when you should be scanning for traffic. Technology is great, but what it really comes down to are the fundamentals we learned: instrument interpretation, cross-check, and airplane control. If you aim for consistency by organizing the cockpit so that everything is in its place every time, those fundamentals come more easily.

Volunteer Opportunity at the Museum of Flight

The Museum of Flight's Amazing Skies Theater is looking for volunteers to portray Boeing shop workers in the historic William E. Boeing Red Barn® as a feature of the Boeing Story exhibit, which opened June 18th, 2005. If you want to share your love of aviation and airplane construction with people from around the world, this is the volunteer opportunity for you. Contact Museum Of Flight (MOF) Volunteer Coordinator at 206-768-7179 or e-mail volunteers@museumofflight.org.

Citabria Activities

By Rochelle Oslick, BEFA CFI

Competition Aerobatics: Three BEFA Citabria pilots participated in the International Aerobatic Club (IAC) Chapter 67 Apple Cup aerobatic competition June 17 – 18 at Ephrata, WA. Competition categories were Primary, Sportsman, Intermediate, Advanced and Unlimited. Will Allen, Rochelle Oslick, and Gustavo Pulvirenti entered in the Primary category as this was our initial venture into the realm of competitive aerobatics. There were 6 pilots entered in this category: 3 in our Citabria, 1 in a Pitts, 1 in a Christen Eagle, and 1 in a C-152 Aerobat. We each had 3 flights to demonstrate our ability to fly the Primary Aerobatic Sequence, which consists of a 1-turn spin, a loop, a 180 degree steep turn, a slow roll, and a 90 degree steep turn. Five Judges evaluate how well each maneuver is performed relative to predefined criteria. For Primary category, the maneuvers do not have to remain within the lateral boundaries of the aerobatic competition box (3300 ft on each side, with reference markings on the ground). However, the vertical boundaries do apply, with a maximum of 3500 ft AGL and minimum of 1500 ft AGL, and presentation points can be affected by where the airplane is positioned relative to the box

boundaries and center. All the pilots flew really well, making it a close competition. In the end, the Pitts won 1st place, Rochelle placed 2nd, and the Christen Eagle was 3rd. The plaque, along with ribbon medals for each flight, are on temporary display at BEFA. The flying part of the competition was really a very small part of the experience. There were great opportunities to talk with the other aerobatic pilots and participate in all of the competition activities throughout the weekend.

Other aerobatic competitions in the NW this summer are planned for Abbotsford, Canada July 15-16 and Pendleton, OR Aug 25-27. For more information about competing and/or volunteering to help the judges and learn more about aerobatics or to just enjoy watching the aerobatic flights, contact Rochelle or Will.

Arlington: The NW EAA Fly-In takes place July 6th - 10th at AWO. The Citabria will be there on Friday, July 8th, on display in the aerobatic aircraft area by the IAC tent.

Rich Stowell: Unfortunately, Rich's schedule will not allow him to spend any days at BEFA this August. However, he will be at Skagit-Bayview (BVS) on August 18 -21. His safety seminar, entitled "Engine Failure", is scheduled for the evening of Aug 18th. Spin and aerobatic training clinic flights will be conducted Aug 19, 20 and 21 (see <http://www.richstowell.com/calendar.htm>). Costs for the flight training clinic are \$230 if you are interested in flying in the Decathlon that Rich will be flying up from Reno, NV or \$125 if you provide the airplane (e.g. BEFA's Citabria). Currently, Will and Rochelle are planning to fly BEFA's Citabria to BVS for flights on Sunday, Aug 21st. Please contact Rochelle (425) 442-8280 or Julie Hubner (360) 757-7757 as soon as possible if you are interested in scheduling a flight with Rich.

Lost Pager @ PAE?

Chris Burgan found a Motorola pager on 7/2 in N739BT. If you or someone you know lost a pager at PAE, it was left on top of the refrigerator in the corner of the hangar.

Classified Ads

WANTED!

A few good pilots to fly volunteer non-emergency medical missions.



For more info visit: www.angelflight.org
Or call Fred Jossy at 425-488-0203

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

BEFA homepage: <http://www.befa.org>

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	2) Ops Officer, or 3) Any Board Member		
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