

✈ 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>
Ted Boyl-Davis	III	PAE
Andrew Buescher	CFI	PAE
Jeff Goldstein	II	RNT
Dave Jones	II	RNT
Fabien Mandrillon	I	RNT
Saeed Nawaz	III	RNT
Dayne Olmstead	I	PAE
Anthony Parkington	I	PAE/RNT
Joseph Vacca	III	RNT

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Shad Pipkin	7/5	Comm SEL	N. Craven
Barry Clemens	7/11	Private SEL	Allen
Francesco Pallozzi	7/17	Private SEL	Guthrie/Oslick
Austin Watson	7/20	Private SEL	Ray/Demco/ Kirby
Matt Gianni	7/20	Comm MEL	Kirby
William Bovard	7/20	Private SEL	Paulay
Ken Honda	7/25	Instrument	

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	8/19	RNT

From Your President

By Frank Marshall

Fleet Upgrades: I have asked Bob Bumpous to chair a new Fleet Upgrade Committee. The primary focus of this committee will be to assess the economic feasibility of proposed upgrades, replacements, and additions to our fleet, including both aircraft and avionics. Of course, this will also necessarily involve making judgments about the likely impacts of the upgrades on aircraft utilization, which can be done by both studying current utilization data as well as, when appropriate, seeking direct member input.

For example, our current data show that 4801D, the only C172 N or P model at Renton with a GPS, flies about 35% more hours than the others. This suggests a significant demand for the GPS. On the other hand 435SP, a newer and faster 172 with outstanding avionics, also non-complex and non-high-performance, only flies about 60% of the hours of a typical 172. Obviously the \$19/hr premium on its hourly rate discourages its use as a basic training airplane. That is the kind of data the committee will be reviewing in formulating recommendations to the board.

A Big “Thank you” to Lawrence: I think we all realize that our Association could not exist in its present form without the dedicated efforts of a great many volunteers. For some, the record of service to BEFA extends over many years and involves working in many capacities.

One such person is Lawrence Day, a past President and our current Treasurer. Lawrence has announced his intention to resign from the Board because of other commitments. We all owe Lawrence a debt of gratitude for his years of service to BEFA, and wish him well in his new endeavors.

Filling Mid-Term Board Vacancies: Our Bylaws define the process for filling such a vacancy (although the wording could charitably be described as less than optimum). The process involves the selection of two candidates by the Election Committee (Howard Wolvington, Jack Yager, and Bob Guthrie), and the election of one of them by a vote of the combined membership of the Board of Trustees and the Election Committee. That should occur prior to this month’s Board meeting.

The Board is also considering adding a proposed amendment to the bylaws to this fall’s 2006 election ballot to clarify the wording referenced above.

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

Aircraft	Base Rate	Surcharge	Total Rate
C150	\$52.00	\$5.28	\$57.28
C172	\$68.00	\$7.58	\$75.58
C172S	\$87.00	\$7.58	\$94.58
C172RG	\$89.00	\$7.58	\$96.58
PA-28-151	\$68.00	\$7.58	\$75.58
Citabria	\$75.00	\$7.58	\$82.58
PA-28R200	\$89.00	\$8.64	\$97.64
C182Q	\$100.00	\$12.48	\$112.48
C182RG	\$105.00	\$12.67	\$117.67
C172XP	\$120.00	\$7.30	\$127.30
BE76	\$149.00	\$18.24	\$167.24

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

CONGRATULATIONS TO BEFA AEROBATIC TEAM

As noted in last month's newsletter, Rochelle Oslick, Will Allen and Gustavo Pulvirenti attended the Apple Cup Aerobatic championship in Ephrata, WA last month with our Citabria. Congratulations to them for their performance, they represented BEFA well, particularly since this is their first competition (with many more to follow we hope). Rochelle, one of our aerobatic instructors, placed second in one event! The plaque and ribbons are on display at the BEFA Renton office.

BEFA OFFICE AND HANGAR PAINTING

MOST IMPORTANT, please help! Yes, not only does your house need to be painted this summer, but so does your flight facility. But I'll bet you don't have the Municipality you live in making you do it! We do, so we are hoping that some BEFA members will volunteer to pressure wash and paint our office building and hangar. We'll supply the paint. If not, perhaps we could at least get the hangar pressure washed to offset some costs, and then have a paint company paint it. Anyone with sturdy professional ladders/ladder jacks to aid in this task, or anyone willing to ram-rod this task or be a worker, (I know, you can't even get your own house painted – me too), please contact the main office ASAP.

In addition there are some other tasks they (and we) wish to complete:

- Clean out the weeds growing on our ramp and seal all the cracks, this is usually done with a hot tar like "crack sealer".
- Metal on the bottom of the main hangar door needs repair.

If you can help with any of these tasks, please let us know. Thanks.

6121V ENGINE FAILURE

On July 14th, around 1100, CFI Norm Craven and Allen Koenig took off Runway 33 in N6121V. At approximately 800 feet on right crosswind, the engine began to shake and power partially decreased. Norm, being a high time "old salt" CFII calmly instructed Allen, who remained at the controls, to continue the turn another 90 degrees for an emergency landing on runway 15, declaring an emergency. He said he was confident they would make it to the runway safely. They landed (remembering to lower the gear!) and rolled out to intersection Echo at the base of the tower, oil dumping out along the way. Initial inspection showed a hole about an inch or so in diameter in the top of the head. At the time of this writing, the engine is just about to undergo fault inspection for

the FAA, but an educated guess is a lifter let loose and came out - a very rare occurrence. The engine had only about 861 hours on it. The engine manufacturer and the shop that provided some engine work on it prior to its purchase for lease to BEFA, will be included in the investigation. A job well done by Norm and Allen! Congratulations on your professional performance and "cool" execution. Training does pay off.

JOE WALKER SUCCESSFULLY LANDS AFTER BEING SHOT DOWN

And speaking of engine failures.....Many of you remember Joe Walker when he was getting his Private License as a teenager here at BEFA. His dad Bill is also a rated pilot flying here and past BEFA "Member of the Year". Joe went on to become the youngest Apache helicopter pilot (he's just about to turn 23) in the Army, and some of you will remember the updates he provided for our newsletter describing his training. Joe came back home after 6 months of almost daily combat flying in Iraq for a two week leave and told us of his experiences. The one that made the nightly news was his being shot down. They counted 18 bullet holes that shot out both engines and the hydraulic system of his Apache. He was able to nurse it over towards Baghdad International Airport and put it down within the protected perimeter, executing a safe engine out emergency landing without injury to the crew. There is an article about Joe displayed in the Renton BEFA office. Joe just left to go back to finish out his remaining 6 month tour in Iraq, and should be home this coming January for a one year stateside refit and retraining before redeployment, probably back to Iraq. We wish him a safe tour.

On another similar note, you may also remember Blake Kavalock and Dan Banke, BEFA folks and Army Reserve Chinook helicopter pilots. They are safely back from their tour in Iraq and they also had some interesting experiences. Dan actually flew in the forensic team that positively identified Saddam Hussein when he was captured. Both Blake and Dan are recently out of the Army now, with Blake just finishing up his posting here at Ft. Lawton. Blake is looking to buy an airplane and Dan quickly got a job coptering ship "pilots" out to cargo ships crossing the Columbia River. He's based at Astoria Airport. We have not yet heard how Janelle Funamori is doing - she is another BEFA pilot and Army Chinook Flight Engineer.

MOUNTAIN FLYING TEST

For BEFA pilots who have taken or are planning on taking the BEFA Mountain Flying Check ride, there is an excellent online short course provided by AOPA Air Safety Foundation. It's recommended that you take this course and successfully complete the test at the end of it prior to your Mountain Check Ride. You probably need high speed access for reasonable download times and at least Macromedia version 7 since it contains videos and active graphs, plus a test

at the end, that they will correct and issue a certificate for successful completion. If you don't have the above please feel free to use one of the Renton Office member-pilot computer work stations. The Staff will be happy to assist you if you are not comfortable with computers, but please call ahead and let us know if you'll need that help prior to coming down. The web address for the course is: <http://www.aopa.org/epilot/redir.cfm?adid=7173>.

BEFA PILOT SETS WORLD SPEED RECORD

Marta Najfeld, a Boeing intern from Berlin University of Technology who was acquiring her Commercial and Multi-engine ratings at BEFA this year, has set the 15 meter speed record for gliders, in Carson Valley. She was actually just trying to break the flight record for women in her native Poland, not the world record. She soared over the Pine Nut range for about 40 minutes with an average speed of 151.5 kph in a PLZ-Bielesko SZD-55 glider (I don't know what it is either). There is a newspaper article hanging in the BEFA RNT office for those who want to read more. Congratulations to Marta!

AVIONICS REVIEW

Here's a review of very common reoccurring problems that are pilot induced avionics "glitches". Please read and save this. Avionics seem to be a constant source of problems in the industry. When I started flying a fairly new jet with all the latest and greatest stuff, I was disappointed that at even that level avionics glitches still occurred with some frequency. I never could reconcile how my old beat up radio and tape deck in my car can function so reliably for so many years, but new incredibly expensive avionics can fail more often. With that said, a fair proportion of the squawks we get on avionics are actually pilot induced or at least pilot fixable and can be corrected with a little initial or refresher education. Much pilot grief is experienced and occasionally some BEFA maintenance money is spent on what's thought to be avionics malfunctions but in fact are caused by improper set up, unfamiliarity of equipment or non-diagnosing of faults by the pilot. Please make sure that you are trained on operation of avionics systems during primary instruction or that you receive recurrent training on avionics during your 6 month check ride.

COMMON PILOT INDUCED AVIONICS FAULTS

1. CONTROLLER REPORTS "CARRIER ONLY, NO VOICE". This can be the headphone transmit plug being pulled out ever so slightly from its receptacle, or many times the hand mic plug being pulled out just slightly from its receptacle. Simply press it back in firmly or pull out and replug. Trying the other receptacle/PTT switch may isolate the problem too.

2. LOUD, ANNOYING CONSTANT BACKGROUND

"HISSING/STATIC" REPORTED, CONTROLLER BARELY AUDIBLE, RADIO FAILING. On C-150's this is usually the Com squelch knob left in the "OUT" position and turned up, or more commonly the VOR Nav squelch - ID knob is left in the "OUT" position and turned up. On C-172's/182's etc., with KN 24 type comm select panel, it's similar to the C-150 description above, but add the VOR 1 or 2 Nav select button is also depressed "IN", which is the "ON" position for VOR ID/SQUELCH. Also, check the INTERCOM SQUELCH setting.

3. ON C-150's, COMPLAINTS OF "RADIO WON'T RECEIVE or DOES NOT WORK" or "RECEIVES ONLY OVER AIRCRAFT SPEAKER". What typically happens here is the three position toggle switch on upper part of panel is left on or gets bumped into the middle "off" position, or "speaker" position. We once had a switch that would flip to the middle position at the slightest provocation, (like a hard landing). Check for switch integrity if you ever notice that toggle switch in the middle "off" position and notify maintenance for replacement if it seems to have weak detents, set nut is missing or the plastic is loose around it.

4. ADF NEEDLE "STUCK", YET ID WORKS. Even the best pilots have got caught on this one occasionally! On King KR 87 type ADF's, check the white ADF button - if it's placed in the "OUT" position, note the display will say "ANTENNA" and the needle will lock 90 degrees to the right and appear to be broken. It should be depressed "in" and the display will read "ADF" and function properly. Other ADF's have similar functions with different switch types. Often what happens is the student will reach over to change the ADF frequency and a finger will bump the switch into the "Antenna" position causing the ADF needle to default to a 90 degree relative bearing.

5. NO RECEPTION ON COMM OR NAV. After checking the volume (the most common cause of radio "malfunction"!) headset leads etc., we may discover we have sort of the same problem as in #4. On the KLN-24 type Nav/Com select panels there's a poor design where when you go to switch the "flip-flop" Com select knob between Com 1 & 2, your finger can easily (particularly in turbulence), brush against the white "AUTO" select button on the lower far right "HEADPHONE" select bar. This causes that button to come to the "OUT" position, shutting off the incoming audio feed to your headset unbeknownst to you. Check and make sure the button is "IN".

6. PUSH TO TALK (PTT) DOES NOT SEEM TO WORK OR IS SCRATCHY. Try pushing it lightly and/or at a different angle until it can be replaced. They tend to get mashed down pretty hard by nervous pilots, which over time causes them to fail or make intermittent connection, usually when pressed hard.

7. IF "TRANSMIT" WON'T WORK, remember the HANDMIKE! We've seen "no radio" procedures implemented to get into the airport when the handheld worked just fine, but was forgotten!

8. PASSENGER INTERCOMS WON'T TRANSMIT (OR PILOT CAN'T HEAR PASSENGERS). The intercom toggle is set to pilot isolation preventing pilot from hearing the passenger conversation. This is a feature a pilot may choose to use when they need to reduce distractions, and forget to set back to the normal position after the flight.

9. THE # 1 VOR AND/OR GLIDESLOPE DOES NOT WORK, this happens on our GPS equipped aircraft. The GPS/Nav push button needs to be set to "Nav" for the VOR to work the VOR Nav unit. This one constantly comes up. Pilots unfamiliar with GPS (and even a few that know a little about it) miss this way too often.

Please run a copy of this and keep it in your flight bag for future reference.

Thanks for you help.

Wes

GRIEVANCES/INCIDENTS:

- 7/14/05 704RY - Gust lock left off.
- 7/26/05 54088 - Passenger door left unlocked.
- 7/30/05 5344K - Tow bar left on airplane, passenger door left unlocked, fuel left on "both".

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:

- Joe Kranak for picking up and delivering 7568T engine by truck to Troutdale for its inspection.
- Will Allen for helping to fix 36339 tail wheel.

- Terese Kirkman for driving pilots between office and maintenance.
- Travis Nelson for filling oil bottles.
- Daryl Hickman for picking up parts and emptying the large green ramp garbage can.
- Howard Wolvington (CFI) for using his plane to ferry pilot to TIW to pick up BEFA plane.
- Bob Guthrie (CFI) and Norm Craven (CFI) for covering Wes's position while he was out for a couple of days.
- Oscar Naimi for working the crushed tiedown clips problem at PAE.
- Bob Guthrie (CFI) for some plumbing fixes and repositioning airplanes.
- THE BEFA BATH & BAR-B-QUE FOLKS – Just a great turn out, thanks so much for all your efforts:
 - Gary and Shad Pipkin for heading this extravaganza up!
 - Tom Forbes
 - Matt Smith
 - Anandee Panny
 - John Scearce
 - Eric Lund
 - Lori Bechtold
 - Keith Shearer
 - Austin Watson
 - Norm Craven (CFI)
 - Phillippe Goetschel
 - Brian Schubert
 - Dave Dokken
 - Steve & Suzanne Myers
 - James Goodnow
 - Mathew Shan
 - Matt Shaw

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 summer'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!

From Your Safety Officer

By Mike Sievers

A study was once conducted regarding general aviation accidents. The study had many goals, but one objective was to determine which weather phenomenon caused the most accidents. Was it thunderstorms? No (just 20 or so accidents per year on average). Icing? Nope (about 60 accidents per year). The winner by far was a category defined as "wind related" and consisting principally or loss-of-control situations during landings in gusty, crosswind conditions. These accounted for almost 3,000 accidents between 1982 and 1993, about 48 percent of weather related accidents.

Here is the break down of this "typical" accident scenario. Half happened in the landing phase, with only 22 percent happening on take-off. Private pilots with more than 1,000 total hours had 35 percent of the accidents, those with 100 to 500 had 31 percent, and those with fewer than 100 hours had 18 percent. Almost 95 percent happened in day-VFR conditions, and on weekends. A search of archived surface analysis charts later revealed that many of these accidents occurred in the time frame ranging between a day before and a day after the passage of a cold front.

What can we infer from all of this? Apart from the usual assumptions about cross-wind landing skills, we can easily develop a typical scenario. A pilot who limits their flying to visual conditions learns that the week's lousy weather will give way to improving conditions on the weekend. With pattern practice in mind, the pilot heads for the airport for some touch and go's. A weather briefing is skipped since it will be local flight and under FAR Part 91.103, a briefing is not required for flights in the "vicinity of an airport..." That may be the letter of the law, but it is not in the spirit. Common sense dictates that you check the weather before any flight. When it comes to dealing with adverse surface winds, there is some special information worth remembering. Cold fronts, especially fast-moving ones, can generate the strongest and gustiest surface winds during their passage.

Thunderstorms can always cause strong surface winds and anyone not keeping an eye on any nearby storm-cell progression is asking for a bad surprise – even if the center of the storm cell is miles away. Downbursts from thunderstorm cells hit the ground, and then spread out, causing strong horizontal and vertical winds.

Whatever the cause of the cross winds, all of the weather reports you receive before the flight are great, but the rubber meets the road (or the runway) when you show up in the traffic pattern and get ready to land. At towered airports, you will be assigned a runway. However, at non-towered airports you will have to make the runway decision yourself. Automatic Weather Observation System (AWOS) and ASOS broadcasts can help you decide on the runway with the most headwind component, as can other direct-observation cues (smoke, tree movement, flags, etc.). There is also the segmented circle to help determine the proper runway as well as a radio check via the CTAF. But don't forget the best indicator of all – the venerable wind sock. No fancy meteorology of threshold algorithms here, just plain old-fashioned real-time wind information straight from the runway surface.

With these thoughts in mind, try to remember the last crosswind landing work you did. Renton airport has been known to experience a change in wind gusts from near zero to above 15 knots within one turn in the pattern, of which I can speak from first hand experience. In a condition like this, the decision to fly or not to fly went away after take-off and you have no choice but to make that heavy crosswind landing. If there is a question in your mind about how you would fare, it may be a good idea to bring this up during your next check ride with your CFI. The winds may not be there during your ride that day, but your CFI will work with what is available to bring you more up to date. Hopefully, none of us will end up on the next weather-accident review. A botched crosswind landing may not be an injury category, but it sure can be damaging to your ego – and the airplane.

Instrument Rating Ground School

By Frank Marshall

Are you currently working on your Private Pilot's license? It's not too early to start thinking about what comes next. Adding that instrument rating vastly improves your odds of actually being able to use your license to take a trip at the time of your choosing (not to mention that you will likely find it makes you a better, safer pilot, and gives you a well-deserved sense of accomplishment).

A good way to start is with the BEFA-sponsored Instrument Rating Ground School. This course prepares you to take the FAA Instrument Rating Knowledge Test. (Past graduates

have averaged over 90% on the test.)

The 10-week course will be offered on Monday and Wednesday evenings in the Renton office classroom, and is scheduled to begin in mid-September. The cost, which includes an excellent Jeppesen Guided Flight Discovery textbook, the complete FAA Knowledge Test question bank, and the latest FAR/AIM, is \$300 (\$330 for non-BEFA members).

You may sign up at the Renton office. Payment is required at the time of sign-up so that the cost of ordering supplies is covered in advance.

If you have any questions, please contact Frank Marshall at 253-838-1661.

Classified Ads

WANTED!

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



Angel Flight West

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>

WebMaster: Chuck Malmsten chuck.malmsten@boeing.com

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	2) Ops Officer, or 3) Any Board Member	
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