

# ✈ 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>
Todd Gray	I	RNT
Robin Holladay	III	RNT
Philip Hunziker	I	RNT
Ken Paoletti	II	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Simon Bromel	8/12	Demco
Ralph Viola	8/15	Demco
Karl Jacobson	8/25	J. Yager
Eric Grant	8/26	J. Yager

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Daryl Hickman	8/11	Comm SES	Yager
Rick Munger	8/12	Private SEL	Demco
Jon Cargille	8/14	Instrument	Guthrie
Mark Gaponoff	8/14	Private SEL	Demco
Frank Marshall	8/22	CFII	Wolvington
Daryl Hickman	9/1	Comm SEL	Allen

## 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**

**Welcome to our new Treasurer, Bob Bumpous:** Bob has been selected to be Treasurer, filling the opening created by the resignation of Lawrence Day.

The position was filled using the process spelled out in Article XI, Section 6(b), of the Association Bylaws. The Election Committee (Howard Wolvington, Bob Guthrie, and Jack Yager) selected two very qualified candidates, Austin Watson and Bob Bumpous. The winner was determined by a vote of the Board of Trustees and the Election Committee.

Thanks to both candidates for their willingness to serve BEFA in a job that is not easy.

**Fuel Surcharges:** We just got hit with new fuel prices for September, reflecting the impact of the hurricane. Surcharges and rates for September are as follows:

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>Total Rate</u>
C150	\$52.00	\$8.97	\$60.97
C172	\$68.00	\$12.88	\$80.88
C172S	\$87.00	\$12.88	\$99.88
C172RG	\$89.00	\$12.88	\$101.88
PA-28-151	\$68.00	\$12.88	\$80.88
Citabria	\$75.00	\$12.88	\$87.88
PA-28R200	\$89.00	\$14.67	\$103.67
C182Q	\$100.00	\$21.19	\$121.19
C182RG	\$105.00	\$21.52	\$126.52
C172XP	\$120.00	\$12.39	\$132.39
BE76	\$149.00	\$30.97	\$179.97

**Coming Events:** Activities now underway could lead to announcements in the near future in the following areas:

- **Fleet changes:** The owner of 435SP has announced his intention to sell the airplane. The Fleet Upgrade Committee has been assessing the feasibility of BEFA buying it, and we will be holding a special board meeting shortly after this newsletter goes to press to consider it.

Several separate parties are each considering purchasing an aircraft for leaseback to BEFA. It's unclear how close to fruition any of these deals are, but each has the potential to add an interesting new model to our fleet – stay tuned.

- **Action Aviation Settlement Talks:** Obviously the pace of the talks in our lawsuit involving Action Aviation and the City of Renton has been painfully slow, and we often seem to be taking two steps back for every step forward. Nevertheless, I anticipate being able to give a more detailed report in the near future.

## Safety and Operations Briefing

**By Wes McKechnie, BEFA Operations Manager**

### RENTON MIDAIR

We at BEFA are staggered at BEFA member and CFI Kevin Duke's death last month. We express our sincere condolences

to Kevin's family, friends and associates and also to the family of Boeing engineer Jack Ho who was with him. They both tragically perished in a mid-air collision August 4th near Renton Airport. The accident was in Kevin's plane, not a BEFA aircraft as some rumors within the Boeing Company apparently had it. Kevin was a fine pilot and a bright young man with a great future ahead of him. With his work commitments finally starting to settle down, he was just starting to hit his stride here as a CFI and we were genuinely enjoying the addition of his character and personality to our operation. He was active in the Tuskegee Airman's group among other volunteer organizations, and his passion was passing on his love of flight on to others, especially kids. Kevin's death underscores the seriousness of this endeavor we and Kevin love and have chosen to participate in. Kevin was 26.

### FALL FLYING

While the kids are just returning to school and we're still relaxing in late summer, we are rapidly approaching the fall equinox. I hate to say it, but I actually saw a little dew on my car the other morning and already we've had a couple of strong early morning marine layers push their way in, causing IFR conditions more typical of late fall. While it's returned to 80 degree temperatures as I write this and it's not uncommon to have more hot weather in September, even possibly low 70 degree weather in early October, we know the shorter, cooler, moist days are coming. The resultant fall type weather can develop at any time, so increase your weather awareness and minimums – particularly VFR pilots.

- For IFR pilots, watch the 0/0 conditions prevalent in cool, stable moist fall conditions. A few pilots in the past have called us (thank you!) from Ellensburg or Moses Lake late at night telling us they could not get in due to fog or thunderstorms setting up in the Puget Sound Basin.
- Remember that typically most forecasts seem to become less reliable around the cusp of seasonal changes and plan to be conservative accordingly. Always pack plenty of fuel and remember, always have a viable plan B AND C or don't go.
- Temperature/dew point particularly becomes a prime area of concern. That clear late afternoon-early evening flight can turn into a big surprise as the fog quickly settles in with the descending sun. And remember, you may not see the fog until you're about to land and encounter the phenomena of slant-range vision totally obscuring the runway.
- Avoid night currency violations when you are flying with passengers as sunset moves up.
- If the weather is such that you question the safety of the flight, don't go.

On the plus side the weather is more comfortable, the planes perform much better with the cooler temperatures, the skies are less crowded and the fall colors from the air are really

magnificent – we'll see you up there.

### UPDATES

435SP's owner has this C-172SP officially for sale, but BEFA is pursuing purchasing it to retain for our fleet and per Frank Marshall's article, the decision may be resolved by the time you receive this publication.

704ML's engine is just about built up and should be installed well before the end of the month. It will be on the usual new engine restrictions for the first 20 – 25 hours or so. Note the new airliner type gasper vents in 733XW.

Paine Field is slightly relocating the tiedowns at our facility there. They need better access to a fire hydrant and will move our two planes that are parked outside just a few spaces over, but also put in some dedicated car parking stripes.

41896 will be getting a new wind screen at the upcoming annual.

### CONGRATULATIONS TO BEFA AEROBATIC TEAM AGAIN!

Will Allen (CFI) of our BEFA Aerobatic team captured second place in the Beaver State Aerobatic Championship in Pendleton, OR last month. The plaque is on display in the Renton Office. Another "job well done" to our BEFA aerobatic group.

### AVIATION GROUND SCHOOLS

As noted in the latter parts of this newsletter, a 10-week Private Pilot Ground School and a 10 week Instrument Ground School are being set up. Sign up sheets are at the office. These classes are for the members or non-members who do not qualify for the Boeing Company LEAD Ground Schools. The price for the class will be \$300 for members and \$330 for non-members. If you know of anyone who might be interested in this class, have them call the office at 425-237-2332 or e-mail at [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com).

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### GRIEVANCES/INCIDENTS:

- 8/18/05 5344K - Flight not cancelled, pilot "no show".
  - 8/24/05 - Unauthorized operation of the hanger door.
  - 8/27/05 5344K - Flight not cancelled, pilot "no show".
  - 8/30/05 78440 - Gust lock left off.
  - 8/30/05 41896 - Left tiedown not hitched other tiedowns loose, no pitot cover.
  - 8/31/05 4801D - Gust lock left off.
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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:

- Oscar Naimi for fixing the tie down straps at PAE
- Travis Nelson for pruning BEFA's trees.
- Bob Guthrie (CFI) for moving planes.
- Daryl Hickman for fixing our sink.
- Matt Malkin and Ron Larson for helping fix 36339 flat tire.
- Chuck Malmsten for stuffing envelopes.
- Jack Yager (CFI) for getting fuel for float truck.
- Robert Wright for repositioning airplanes.
- Terese Kirkman for covering front desk
- Brian Heath for donating bamboo shade for office.
- Mike Sievers (CFI) for moving plane.
- Tim Veryioglou for moving planes.
- The Manrys for formatting new checklists.
- Jack Yager (CFI) for picking up wood for float plane platform.

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, 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!

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### From Your Safety Officer

By Mike Sievers

Do we continue the take-off or do we abort, do we land or go around? There are times in aviation when our whole world can change in the blink of an eye. The  $V_1$  decision (to go or not to go) is probably the most famous split-decision that we have to make, and we do it on every flight. Sure, we may call it something different and the parameters that influence the decision may be different, but for the most part, the decision is fundamentally the same: Do we hit the brakes and try to stop, or do we continue and try to fly?

The key to a successful abort or take-off decision begins by having a plan in mind in case something goes wrong. Depending on divine intervention does not really count as a plan. A plan means that you have decided what your actions are going to be at  $V_1$  in a given situation long before you get there. If you have a problem, but no plan, you are burning up valuable time and runway as you try to figure it out. Once you have a plan, quick recognition of the problem and an appropriate, timely response are huge contributors to getting back on the ramp safely. Although it seems like training has historically concentrated on engine failure as the biggest reason for an abort, many rejected take-off accidents have nothing to do with engine problems. Landing gear, airplane configuration, bird strikes and ATC conflicts have been responsible for more accidents than engine failure on take-off. Why? Because either we didn't have a plan or didn't execute the plan we had. Having a plan ahead of time allows us to realize that we have more options than we think. Many of us are spring loaded to stop if we have a problem, and that is often the best choice. However, there are times when taking the problem into the air improves our chances by getting us to a position where we have a little time to evaluate the situation and set up for landing under conditions in our favor.

For decisions in the air, whether we go around or continue is probably the biggest airborne split-decision we make. That said, what is more fun in instrument flying than doing an approach to minimums? Once, on the way to Oakland California, with the ILS approach to runway 11, it was one of those days when it seemed like the fog was everywhere. Crossing the outer marker, a commercial airline flight landed ahead, and when queried by the tower where they broke out, they reported “300 feet.” Pretty impressive, since the minimum was 400 feet. (Responses like this make it waaay too easy for the FAA). The airliner's flight was useable information to be prepared for a go-around at minimums. It is a pretty simple plan: If you see what you need, continue. If you don't, depart and make a new plan.

No one talks about split-second plans; it is split-second decisions that seem to get all the press (both good and bad). Everyone kind of assumes (and hopes) that we already have a plan, especially your passengers who are trusting you with everything they have. It is the same as advice received from a friend during skeet shooting in the desert: "Trust me, if you open your eyes, your chances of hitting the target increases by a factor of 10." It is the same way with split-second decisions. If you have a plan and execute it, your chances of success increase exponentially. A plan can mean the difference between explaining to the FAA how you broke the airplane verses explaining to friends how you saved it.

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## **Comprehensive BEFA Aviation Ground School Fall Session at Renton BEFA**

BEFA AVIATION GROUND SCHOOL AT RENTON BEFA starts Tuesday & Thursday for 10 weeks this Fall. The cost is \$300 for BEFA members, \$330 for non members. All books/supplies are included! The class is open to anyone, and will be conducted at the Renton BEFA classroom. We need at least 8 students signed up, and then the class will start – the maximum number of students is 18. Contact Harlan Zentner for details at 206-284-4809 or the Renton BEFA office at 425-237-2332 for registration. Funds are required to reserve a spot.

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## **Instrument Rating Ground School Delayed By Frank Marshall**

Since there appears to be very little interest in taking the Instrument Rating Ground School in the fourth quarter of the year, the course has been delayed until early next year.

The sign-up sheet will remain on the countertop in the Renton office. If you are interested in taking the course next year (it will likely start in March or April), please sign up to get yourself on the contact list for further course information.

If you are currently working on your Private Pilot's license, it's a good idea to think about adding that instrument rating as the logical next step. It 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).

The ground school prepares you to take the FAA Instrument Rating Knowledge Test. (Past graduates have averaged over 90% on the test.) You will also, of course, need to think about selecting a flight instructor and beginning your instrument flight lessons as well. Many students have found that starting the flight training while the ground school is in progress is an excellent way to get the most out of both the ground and flight training. (You will gain valuable insights into ground school subjects by experiencing them in the air, and you will be better prepared to understand what's

happening in the air because of the ground school discussions.) With the new schedule for the course, this approach should allow the beginning of your instrument flight training to coincide nicely with the arrival of spring and, hopefully, decent flying weather.

The 10-week course will be offered two evenings a week in the Renton office classroom. The cost of the class includes an excellent Jeppesen Guided Flight Discovery textbook, the complete FAA Knowledge Test question bank, and the 2006 FAR/AIM, all for \$300 (\$330 for non-BEFA members).

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## **More Pilot Truisms**

- No matter what else happens, fly the airplane. Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.
- It's better to be down here wishing you were up there, than up there wishing you were down here.
- If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off.
- Speed is life, altitude is life insurance. No one has ever collided with the sky.
- Always remember you fly an airplane with your head, not your hands.
- Never let an airplane take you somewhere your brain didn't get to five minutes earlier.
- Don't drop the aircraft in order to fly the microphone. An airplane flies because of a principle discovered by Bernoulli, not Marconi.
- "Unskilled" pilots are always found in the wreckage with their hand around the microphone.
- If you push the stick forward, the houses get bigger; if you pull the stick back, they get smaller. (Unless you keep pulling the stick back-then they get bigger again.)
- Hovering is for pilots who love to fly but have no place to go.
- The only time you have too much fuel is when you're on fire.
- Flying is the second greatest thrill known to man. Landing is the first!
- Everyone already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great' landing. It's one after which you can use the airplane another time.
- The probability of survival is equal to the angle of arrival.
- IFR: I Follow Roads.
- You know you've landed with the wheels up when it takes full power to taxi.
- Those who hoot with the owls by night should not fly with the eagles by day.

- A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying to become random in motion.
- Helicopters can't really fly - they're just so ugly that the earth immediately repels them.
- Pilots believe in clean living. They never drink whiskey from a dirty glass.
- Things which do you no good in aviation: Altitude above you. Runways behind you. Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.
- If God meant man to fly, He'd have given him more money.
- What's the difference between God and fighter pilots? God doesn't think he's a fighter pilot.
- Flying is not dangerous; crashing is dangerous.
- A good simulator check ride is like successful surgery on a corpse.
- Asking what a pilot thinks about the CAA is like asking a tree what it thinks about dogs.
- Trust your captain but keep your seat belt securely fastened.
- An airplane may disappoint a good pilot, but it won't surprise him.
- Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold Niagara Falls.
- Good judgment comes from experience and experience comes from bad judgment.
- Being an airline pilot would be great if you didn't have to go on all those trips.
- Aviation is not so much a profession as it is a disease.
- The nicer an airplane looks, the better it flies.
- There are three simple rules for making a smooth landing. Unfortunately, no one knows what they are.
- It's a good landing if you can still get the doors open.
- It's best to keep the pointed end going forward as much as possible.
- If an earthquake suddenly opened a fissure in a runway that caused an accident, the CAA would find a way to blame it on pilot error.
- Any attempt to stretch fuel is guaranteed to increase headwind.
- A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.
- It's easy to make a small fortune in aviation. You start with a large fortune.
- A fool and his money are soon flying more airplane than he can handle.
- The last thing every pilot does before leaving the aircraft after making a gear up landing is to put the gear selection

lever in the 'down' position.

- Try to keep the number of your landings equal to the number of your takeoffs.
- Takeoffs are optional. Landings are mandatory.
- You cannot propel yourself forward by patting yourself on the back.

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### **And you might be from the Pacific Northwest if:**

1. You know the state flower (Mildew)
2. You feel guilty throwing aluminum cans or paper in the trash.
3. You use the statement "sun break" and know what it means.
4. You know more than 10 ways to order coffee.
5. You know more people who own boats than air conditioners.
6. You feel overdressed wearing a suit to a nice restaurant.
7. You stand on a deserted corner in the rain waiting for the "Walk" Signal.
8. You consider that if it has no snow or has not recently erupted, it is not a real mountain.
9. You can taste the difference between Starbucks, Seattle's Best, and Veneto's.
10. You know the difference between Chinook, Coho, and Sockeye salmon.
11. You know how to pronounce Sequim, Puyallup, Issaquah, Oregon, and Willamette.
12. You consider swimming an indoor sport.
13. You can tell the difference between Japanese, Chinese and Thai food.
14. In winter, you go to work in the dark and come home in the dark-while only working eight-hour days.
15. You never go camping without waterproof matches and a poncho.
16. You are not fazed by "Today's forecast: showers followed by rain," and "Tomorrow's forecast: rain followed by showers."
17. You cannot wait for a day with "showers and sun breaks".
18. You have no concept of humidity without precipitation.
19. You know that Boring is a town in Oregon and not just a state of mind.
20. You can point to at least two volcanoes, even if you cannot see through the cloud cover.
21. You notice "the mountain is out" when it is a pretty day and you can actually see it.
22. You put on your shorts when the temperature gets above 50, but still wear your hiking boots and parka.
23. You switch to your sandals when it gets about 60, but keep the socks on.
24. You have actually used your mountain bike on a

mountain.

25. You think people who use umbrellas are either wimps or tourists.

26. You knew immediately that the view out of Frasier's window was fake.

27. You buy new sunglasses every year, because you can't find the old ones after such a long time.

28. You measure distance in hours.

29. You often switch from "heat" to "a/c" in the same day.

30. You use a down comforter in the summer.

31. You carry jumper cables in your car and your wife knows how to use them.

32. You design your kid's Fall Harvest costume to fit under a raincoat.

33. You know all the important seasons: Almost Winter, Winter, Still Raining (Spring), Road Construction (Summer) Deer & Elk season (Fall).

34. You actually understand these jokes and forward them to all your friends in the Northwest or those who used to live here.

**Classified Ads**

**WANTED!**

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



For more info visit: [www.angelflight.org](http://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](mailto:chuck.malmsten@boeing.com)

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	1) Ops Manager: Leave voicemail (425) 237-2332 or pager 206-540-7720	
	2) Ops Officer, or 3) Any Board Member	
<b>Everett</b>		
<b>Office</b>		Voice 425-717-2332 Fax 425-717-2336
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