

✈ 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>
Vincent Butterfield	III	RNT
Travis Dalke	I	Both
Adam Dennis	I	PAE
Crystal Harris	I	RNT
Adam Hobbs	I	RNT
Joe Merhar	I	PAE
Alfred Muhoho	I	RNT
Fred Quarnstrom	II	RNT
Randy Rush	I	RNT
Minh Tranh	I	PAE

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Doug Johnson	9/8	W. Allen
Mike Edwards	9/9	L. Demco
Chris Palmer	9/18	M. Sievers
Phil Hunziker	9/25	L. Demco

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Daryl Hickman	9/1	Comm SEL	Allen
Tim Verioglou	9/25	Comm	Wolvington
Keith Shearer	9/25	Private SEL	Allen/ Turlington

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	10/21	RNT

From Your President
By Frank Marshall

Fleet Upgrades: The average age of the BEFA-owned fleet just got considerably younger. We've just signed the papers to purchase 435SP.

We took advantage of a rare opportunity to purchase a late-model airplane where there were absolutely no questions

about its maintenance history – we've been doing the maintenance on it since it was purchased new. (Although we own most of our airplanes, several, like this one, have been leased to BEFA. In this case the lease began when the airplane was brand new.)

If you haven't tried it yet, you might want to take a look at it. It's a 1999 C172S, with a 360 cu. in., 180 HP fuel-injected engine. It requires neither a complex nor a high-performance endorsement, although you will need a separate checkout and sign-off from your favorite CFI.

Besides that new-airplane feel, it has excellent avionics, including our standard KLN94 GPS and a nice autopilot.

Probably the only downside is you'll have to be very careful with your weight and balance calculations, even without trying to stuff four adults into it. It is a bit payload challenged (not unlike a couple of our other 172s with long-range fuel tanks). It holds 53 gallons of usable fuel when topped off, which gives it slightly more endurance than its less powerful brethren with 40-gallon tanks. When filled only to the bottom of the fuel filler tabs, it holds 35 gallons of usable fuel.

The board will now begin a review of how this airplane should fit into our rate structure. Leaseback owners set their own hourly rates, and are forced to use different criteria than BEFA uses, since they have different mechanisms for recovering their costs, particularly insurance. The board will be establishing a new hourly rate soon.

Fuel Prices: With the recent skyrocketing fuel prices (and fuel surcharges), I've heard the question raised, "How can the surcharges be twice what they were a few months ago, when the price of fuel hasn't doubled?"

Actually, that can easily happen because the surcharges are working on the margins relative to a base fuel price. As explained below, the surcharges are designed only to cover the additional fuel expenditures associated with incrementally higher-than-normal per-gallon prices. They do not produce any windfall cash flow for BEFA.

Let's consider an example: Assume, for the sake of round numbers, that fuel has historically cost about \$2.50 per gallon, and the fuel costs associated with that price have already been built into our hourly rates.

Then the price jumps to \$2.75 per gallon. We'll be paying an extra \$0.25 for every gallon we consume. Thus for an airplane that uses, say, 10 gallons per tach hour on average, BEFA will be out \$2.50 in additional fuel costs for every tach hour put on the airplane. In that case the surcharge would be set to \$2.50 per hour.

That is the entire extent of the calculation: delta cost per gallon above our nominal rate times the average gallons consumed per tach hour.

Let's assume in our example that for the next month the price per gallon jumped again to \$3.00. Now it's \$0.50 per gallon above nominal. For our 10-gallon-per-hour airplane the surcharge would be reset to \$5.00 per hour. Thus the surcharge would have doubled, while the actual fuel price went up less than 10%.

We have always had good records of tach hours flown and fuel purchased, by tail number and by model, and that is the basis for the average fuel consumption rate per tach hour.

That number, however, has not been recalculated for some time. Thus the board is currently reviewing the last couple of years' worth of records to see if any adjustments in the average fuel consumption rates we use in the calculation are warranted.

That being said the current fuel prices have dropped slightly from last month. Surcharges and rates for October are as follows:

Aircraft	Base Rate	Surcharge	Total Rate
C150	\$52.00	\$7.10	\$59.10
C172	\$68.00	\$10.19	\$78.19
C172S	\$87.00	\$10.19	\$97.19
C172RG	\$89.00	\$10.19	\$99.19
PA-28-151	\$68.00	\$10.19	\$78.19
Citabria	\$75.00	\$10.19	\$85.19
PA-28R200	\$89.00	\$11.61	\$100.61
C182Q	\$100.00	\$16.77	\$116.77
C182RG	\$105.00	\$17.03	\$122.03
C172XP	\$120.00	\$9.80	\$129.80
BE76	\$149.00	\$24.51	\$173.51

**2006 Annual Crab Feed and
Membership Meeting
February 18, 2006**

By John Scarce, BEFA Vice President

The next annual BEFA crab feed is scheduled for Saturday, February 18, 2006 at 5 PM in the Renton hangar. Please register at the Renton office or notify the BEFA Office staff if you will attend, and to say how many guests you expect to bring. There will be a sign-up sheet that you can fill out in person or via a phone call to the staff. We rely on your cooperation to register in advance, because otherwise we either waste money buying unwanted fresh crab, or somebody ends up without their portion.

Note: This year the Crab Feed will take place before the Northwest Aviation Conference & Trade Show, as it did in February 2005.

This event is both a social gathering and an official BEFA membership meeting. The goal is to provide you and your family with a meal of succulent shellfish, salad and some optional servings of chicken, beans, macaroni, bread, sweets and beverages. After that, we present the annual awards, allow the BEFA Board members a few minutes to update you on association business and generally encourage the association members and their families to get reacquainted. The business part of this annual member meeting is required by the Bylaws, but the great food and camaraderie is strictly for pleasure.

As always, we need volunteer help for preparation, decoration, setup, take down and cleaning. We are looking for volunteers to assist with the following tasks.

Crab Feed Tasks

- Acquire/rent and deliver chairs (100), tables (16) and sound system (1)
- Food contributions - chicken, green salad, pasta salad, dinner rolls, desserts, beverages
- Odds & ends - utensils, plates, napkins, tablecloths (some already exist in storage)
- Provide childcare, plus games and toys for the kids to play with
- Assemble volunteers to clean the hangar floor on or before Sunday, February 5
- Move planes and tidy up hangar early on February 18
- Set up tables and chairs on February 18
- Wipe down, fold and stack tables after the event

Contact John Scarce at 425-957-5158 if you can lend a (needed) helping hand. We have a good source of crab, but if you are friends with any crab fishermen, please let me or the BEFA staff know about it. A trusted source is good, but options better.

The price of the feed this year has been raised by one dollar, to \$16 per adult, by cash, check or BEFA association billing. At this price, we will still lose a few hundred dollars on the event after expenses, thus maintain the same loss as last year, and compensate for fuel-related cost increases. We spend the money and accept some losses each year to keep our annual meeting fun but also affordable for members. Children twelve years old and younger are still free. To help us plan for attendance, please sign up using the registration sheet at the BEFA office front desk. If each of us registers at least three weeks before the event, we might be able to nearly eliminate our expected loss. Then, mark your calendar and get ready to party.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

FLEET/MAINTENANCE

As mentioned elsewhere in this newsletter, BEFA has purchased N435SP as of September 29th. There will be no need for a special assessment for the purchase of this plane. We would like to thank Eric Lawyer, the previous owner of this plane for his support and effort to keep this great plane in BEFA's fleet.

704ML's engine finally arrived the week of the 25th, so that delayed the install. It should be up with new engine restrictions early October.

N36339 is getting close to its engine overhaul. Unfortunately there are no engine cores available as this engine is not as common as the engines in most of our planes. This means that we will have to have the existing core rebuilt, taking the plane out of service for at least a month. We expect removal of the engine to start in the next 30 to 60 days.

The autopilots in 7568T and 735LH have been repaired though we are looking into reports of another A/P problem with NAV TRACK on 68T.

The new parts (to replace the broken plastic area for the overhead vents/lights/ductwork etc.) in N41896 have arrived and will be installed soon. This should make that upper part of the interior like new and provide considerably better cabin climate control.

AUBURN AIR ACADEMY FIELD

Here is an update on Auburn Air Academy's grass airstrip that we are once again able to use.

The Auburn Academy airstrip is open to BEFA primarily for training flights. Our old forms that BEFA has for using for the Auburn Academy are still valid. BEFA student pilots have blanket permission to use the airstrip without advance notice for daylight DUAL instruction landings (with a BEFA CFI). NO solo student pilot landings are permitted at the airstrip. No night landings are permitted. Rated BEFA pilots are not covered under this agreement, but they are allowed to use it if they call Auburn Academy before the flight and request permission for each specific flight, just like the general flying public. They request no touch and go's and no more than 3 takeoff and landings per flight and avoid overflying structures nearby as much as possible.

Reminder: The pattern is north of the runway over the valley. Also, please remember, DO NOT USE after rain/snow to avoid the wheels from "trenching" the softened runway. Let the field dry out. This is a quality grass airstrip and the owners' mission is to have other users keep it that way.

AWR THUNDERSTORM TERMS DEFINED

Some of you who are signed up for AOPA's e-Pilot may have

seen this interesting Question/Answer segment.

When we hear Automated Weather Reports saying "Thunderstorms in the vicinity", how far is it really? Here's the breakdown of the terminology:

- "Thunderstorms at the airport" -- Within 5 miles of the reporting sensor.
- "Thunderstorms in the vicinity" -- Within 5 to 10 miles.
- "Lightning northwest" or "Lightning northeast and west" -- 10 to 30 miles.

See FAA Advisory Circular 150/5220-16C for more information and also checkout AOPA's minicourse on Thunderstorms

at <http://www.aopa.org/safetycenter/courses/trw>

Also <http://www.aopa.org/members/files/topics/thunderstorms.html> click for their "Thunderstorm Avoidance Report".

GRIEVANCES/INCIDENTS:

- 9/3/05 704RY - Greasy rag left in the back pocket of the plane seat.
- 9/19/05 704GC - Fuel cap left off of airplane.
- 9/21/05 41896 - seatbelt/gust lock was looped on flap handle rather than control yoke, pitot cover left off and missing, carb heat left on and tiedowns loose

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:

- Simon Bromell, Andrew Pyle, Dan Tracy, Peter Cookman and Lis Demco for helping with stuffing the invoices.
- Cari and Charles Manry for helping with formatting the checklists.
- Brian Behrend (CFI) for delivering parts to/from PAE.
- Dean Whiting (CFI) for running oil and parts to/from PAE.
- Don Lau for donating picture and some books.
- Bob Guthrie (CFI) for repositioning planes.
- Walt Cameron for taking out old batteries to recycle
- Bob Bumpous for getting a new cabinet for us
- The BEFA Crew for their outstanding dedication to keeping us safe while keeping our costs down.

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

One of the skills that a pilot needs to develop is the use of good judgment. Having good judgment means that a pilot is less likely to need high skill levels to extract himself from a predicament. Frequently such predicaments are of the pilot's making. This makes it even more important to recognize when the risk outweighs the reward.

The following student pilot mishap could not really be called an accident because the outcome could easily be foreseen. It also clearly shows how, when scared, a pilot can take an "administrative problem" and turn it into a serious situation by adding insult to injury. Thankfully, few student pilots are inclined toward the example below. However, it happens often enough that there is an obvious message to be passed along to the more impulsive types who might be inclined to first create a problem and then compound the judgment error. The end result of this accident was that a Cessna 150 was substantially damaged during take-off and the student pilot and one passenger suffered minor injuries. But there is more to the story. Night visual conditions prevailed for the local flight, which departed at about 10pm. Witnesses observed the airplane "buzzing" the town at treetop level for more than 30 minutes. According to the local FBO, the student pilot "was not authorized to use the aircraft," and the local

authorities were alerted. The airplane returned to the airport for landing, and as it taxied into the parking area, it was approached by police officers. The student pilot, seeing that his antics had not gone undetected, decided to make a run for it. The student made his third bad choice for the evening by electing to evade the law enforcement officers and begin a take-off roll from the departure end of the runway. The airplane was observed in a pronounced nose-high attitude, and it subsequently stalled while attempting to become airborne prior to reaching the airport perimeter fence. The airplane came to a rest on its nose.

The student pilot and his female passenger were taken into custody and delivered to the local hospital for treatment of minor injuries. Post-accident examination of the airplane revealed structural damage to the wings and fuselage. The NTSB noted that repeated attempts to obtain a complete pilot report from the student were unsuccessful. The accident report did not list the student's flight time or background, but it is clear that the pilot did have some level of skill to avoid crashing the airplane during a night flight at low altitude and then complete a successful night landing.

But skill clearly was not enough. Being a pilot means more than just having good hands. It means discipline to operate within the rules; whether that is the FARs, FBO, or association rules. We don't know where the student was in his training process, but he probably did not have far to go to complete his certificate. Once he earned his certificate, the night flight with a passenger would have been perfectly proper (although the buzzing part is not necessary to impress passengers, is illegal, irritates people on the ground, and sometimes ends in disaster). We also don't know the outcome to the story, but either the student completed training after paying his debts to society and the FBO, or he decided that he was not cut out to be a pilot. Perhaps someone else made that decision for him.

Volunteer Opportunities: BEFA to Host Booth at 2006 Northwest Aviation Conference

By John Scarce, BEFA Vice President

The Boeing Employees Flying Association will host a booth at the upcoming "23rd Annual Northwest Aviation Conference & Trade Show" on February 25 & 26, 2006, the last weekend of February, at the Western Washington Fairgrounds in Puyallup. Attendance usually exceeds 12,000. Over 9,000 pilots participate, along with 6,000 aircraft owners. We pay for the right to host a BEFA booth, but attendees get in free. This conference is a great place to meet pilots and flight instructors from all over the Northwest, plus suppliers, Tower and Center controllers and many other specialized experts.

New for 2006: The event will be held in a new and larger space, in the Exhibition and Conference Center, which is close to the Blue Gate. The new building provides about four times the amount of floor space as the main Exhibition Hall used in 2005.

This conference is also a great BEFA marketing opportunity, so we are looking for BEFA member volunteers to staff the booth for any part of the two-day conference. The work is fun and easy, only requires your time to hand out literature and talk about your flying interests, so please help out if you can. A booth volunteer sign-up sheet will be available in the BEFA office, or you can call the BEFA staff to sign up.

For more information about the conference, please see their web site:

<http://www.washington-aviation.org/NAC&TS.html>

2005 BEFA Photo Contest Voting Begins: Please Submit Your Favorites

By John Scarce, BEFA Vice President

The photo contest for the year has officially begun. The deadline for posting photos will be midnight, on Monday October 31. Yep, that's All Hollows Eve, so you can do a holiday-theme photo on the last day if you want. The deadline for voting will be Friday, November 18, at close of business. Voting is to be done using one ballot per member. The November newsletter will have your ballot on the last page. All membership categories get to vote in the photo contest.

For those people who sent me an electronic version as well as posting a paper photo on the wall, I have put their image on the BEFA web site. The winner will be announced as usual at the next annual BEFA Crab Feed in February and have their work appear on the 2006 BEFA calendar.

Changes at BEFA Everett

By Brian Behrend

In September, the Paine Field folks installed a new ramp access gate west of the gate we have been using. Instead of taking the first right past the water tower, now you need to take the SECOND right past the water tower. There is a new vehicle lane painted across Taxiway Echo.

Remember to check that the Airworthiness Directives are current for the airplane before you fly. N8326U has a recurring AD (nutplate inspection) every 100 hours. The airplane is not airworthy if the AD has not been complied with. That means that you cannot fly if the inspection is due.

It is the responsibility of the Pilot In Command to make sure that the AD's are current. That is why we initial the box when signing out the airplane. If you see that the AD is within a few hours of being due (less than 5), write up a squawk sheet and take it to Regal so they can do the inspection.

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.

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).

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

FOR SALE: Garmin 296 color GPS. Provides navigation for aircraft, auto, and boats. Includes Terrain displays and warnings. One year old in perfect condition with original box and all standard components, and documentation. Delivered with current database. Price \$1,295 -- compare to \$1,495 current market price from Sporty's or other retail suppliers. Further, I don't collect sales tax or shipping. For more information contact Howard Wolvington, 425-761-4729.

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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