

✈ 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>
William Allan	I	RNT
Samson Bedane	I	PAE
Kyle Helbing	III	RNT
Anh Nguyen	Associate	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Lacey Conrad	10/14	R. Guthrie
Travis Dalke	10/15	W. Allen
Fabien Mandrillon	10/20	L. Demco
Steve Lebel	10/26	L. Demco

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Carol Crothers	10/7	Private SES	J. Yager
Patrick Bryant	10/12	Comm MEL	H. Wolvington
Tim Veryioglou	10/21	Comm MEL	H. Wolvington
Mike Nieman	10/22	Instrument	H. Wolvington
Joe Kranak	10/25	Comm	H. Wolvington

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	11/18	RNT
• <u>Crab Feed</u>	5:00p	2/18/06	RNT
• <u>NW Aviation Conference Booth</u>		2/25-26	

From Your President
By Frank Marshall

A Little Publicity Coming Our Way: It appears that BEFA will soon be featured in an article being prepared for AOPA's Pilot magazine.

Their senior editor is writing a story on companies that encourage their employees to learn to fly, and Boeing naturally seemed like a good place to start. In cooperation with Boeing PR, we have been supporting the story preparation.

The most memorable aspect of this was the day last month devoted to getting photographs of BEFA airplanes in several venues. It started with Jack Yager using the float plane to fly the editor to Lake Sammamish, where the photographer actually has a waterfront home. What followed were many photographs of 736NN in motion, taken either from the dock or from a speeding boat moving alongside.

After everyone returned to Renton, Wes McKechnie flew the editor and the photographer to Boeing Field for a series of pictures of 7568T posed beside (all right, dwarfed by) a 777 at the Boeing Flight Test Center. (In this era of heightened security, getting some non-Boeing people, together with a Cessna aircraft, onto the Boeing ramp was no small task – many thanks to Joe Kranak for greasing the skids on that one.)

After everyone returned to Renton again, the many volunteers who responded to my email request positioned virtually our entire Renton fleet in a photogenic series of arcs on the WhirlWind Helicopters ramp to the south of our ramp. (If you didn't receive the email from me on this, it's time to make sure you've got an up-to-date email address in your user profile on Schedule Master.) WhirlWind not only offered us the use of their ramp for this, they provided a free helicopter ride for the photographer so he could get the elevation and camera angles he wanted for his pictures (of both our fleet and all the members present).

One of the more interesting aspects of his helicopter ride was the takeoff. While we were waiting for 5344K to return from a flight, we spotted a new 737 taxiing to the north end of the runway for its traditional high-speed taxi to the south and first-flight takeoff to the north. Realizing there might be a chance for a photograph of the BEFA fleet with the 737 taking off in the background, the photographer and pilot sprinted to the helicopter to see if they could get airborne in time.

The 737 started its takeoff roll while the helicopter was still on the ground, with the pilot, I'm sure, rushing to finish his pre-flight and warm-up checklists. Furthermore, the photographer was seated on the right side, with the right rear door removed for unrestricted views to the right. Unfortunately, the helicopter was facing south, with the runway on the left.

With the 737 approaching rotation speed, the helicopter lifted off a few feet into the air and proceeded to do the fastest 180 I've ever seen. The photographer hung on to his camera and got some pictures of the 737 takeoff, but there simply wasn't time to maneuver to get the BEFA fleet in the same picture. (I put this in the "you-can't-win-'em-all" category.)

Several members were selected for interviews, and will be photographed at their job sites within Boeing.

There was clearly enough material gathered for a small book, but it's only a magazine article and we're not the only flying association covered in it. We'll just have to wait and see what actually makes it into print. AOPA can't say for sure when the story will appear, but the January/February timeframe is a good time to look for it.

435SP Purchase: The sale of the airplane to BEFA hasn't quite closed yet – we still have to wait for the FAA to acknowledge officially that we have jumped through all the required hoops, and then the USPS has to do their thing to get us and the seller the corresponding paperwork. We expect to become the registered owner of the airplane sometime during the month of November.

In the meantime, the board has reviewed the available cost data and has decided to set the base hourly rate for the airplane, effective December 1, at \$75, only \$7 more than for the basic C172. The fuel surcharge, however, will be slightly higher because of the bigger engine; at today's fuel prices the total hourly rate, including surcharge, would be about \$8 more than that of the basic C172. Of course, the board will continue to monitor the usage pattern and maintenance experience with the airplane to make sure that rate is appropriate.

Fuel Surcharges: The review of our average fuel consumption rates, using data from the last two years, promised in last month's newsletter is still in progress. If it shows any need to tweak the equations we use for calculating fuel surcharges, those changes will take effect in December. Surcharges and rates for November are as follows:

Aircraft	Base Rate	Surcharge	Total Rate
C150	\$52.00	\$6.66	\$58.66
C172	\$68.00	\$9.56	\$77.56
C172S	\$87.00	\$9.56	\$96.56
C172RG	\$89.00	\$9.56	\$98.56
PA-28-151	\$68.00	\$9.56	\$77.56
Citabria	\$75.00	\$9.56	\$84.56
PA-28R200	\$89.00	\$10.89	\$99.89
C182Q	\$100.00	\$15.73	\$115.73
C182RG	\$105.00	\$15.97	\$120.97
C172XP	\$120.00	\$9.20	\$129.20
BE76	\$149.00	\$22.99	\$171.99

2006 Annual Crab Feed and Membership Meeting February 18, 2006

By John Scearce, 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

UPGRADE INFORMATION

In addition to the acquisition of 435SP, we have made an improvement to N78440 restraint system. It was certified with just the lap belt for a restraint (no shoulder harness) which always made many complain of feeling very uncomfortable when flying it. It just came out of annual inspection so we took advantage of the down time to install the state of the art STC'd approved B.A.S. 4 point reel type restraining system. This is really a wonderful system that we hope to eventually have in most if not all of our planes, budget permitting. So, those of you who were reluctant to fly this excellent airplane because it only had a lap belt will find this more than comfortable now.

A LITTLE HELP NEEDED

If anyone can help fix the toilets at RNT, please give us a call. Nothing nasty, just the flush levers need to be redone.

NO SHOWS & GRIEVANCE FORMS

The availability of aircraft in a shared ownership operation becomes harder to control the larger the ownership base is. With a 4, 12 or even 20 member partnerships, everyone is familiar enough with each other that forethought and courtesy is in the front of their mind and cancellation of a flight has more personal meaning, let alone consequences. It's not that any members don't cancel or alter flight times because they purposely mean to inconvenience their fellow member, but the anonymousness of a 400+ member operation tends to obscure the impact and accountability of not doing so. Some all too frequent examples seen at BEFA:

- To attempt to book a plane on-line on a busy weekend and find that there are no available slots, yet planes sit on

the flightline that were not canceled by no-show pilots.

- To hurry back from a flight that would have been extended to make sure that the next scheduled pilot has it on time only to find they did not cancel the flight.
- Not canceling a VFR flight because it's IFR out, but an IFR student or IFR rated pilot wanted that plane and could not take it because the "no show" did not cancel the booking.

We would like to improve our utilization of our resources (i.e. make planes more available) by bringing to the fore front member accountability for not canceling flights from Schedule Master. The plane can be cancelled as easily as picking up the phone and in the matter of a few key strokes the deed is done, so computer access is not an issue. Comments from members who used to fly at other flight operations include observations regarding how lenient our rules are regarding this issue. We need to take some measure of control over the availability of our fleet that is impacted by the lack of member cancellations of flights from the schedule. There have been rumblings of reinstating an old BEFA rule where members will be assessed a moderate fine for "no shows" without prior cancellations.

Please take the time to cancel flights as soon as you know you are not going, even if you are already into the time you had it booked.

COLD WEATHER OPS COMING

It's almost that time of year again for cold weather operations. With the warmer winters it's usually not as prevalent as in years past, but for those days at or below freezing, special fleet care is not only a serious safety consideration, but wear and tear on the engines and associated components affects us financially. If you are new to BEFA, please see a CFI for more specific training in this area. One thing we would like to stress is the need to get to the airport much earlier than normal if you are flying a plane that has not been prepped and warmed up by a previous flight in below freezing temps. Below are the annual "Cold Weather Operations" reminders which can also be found on our web site: befa.org.

If you read nothing else in this article, please read the next sentence.

!!!FIRST FLIGHTS OF THE DAY SHOULD ARRIVE at least 1 HOUR EARLIER THAN NORMAL FOR COLD WX. (less than 32 deg. F) PREFLIGHTS!!!

With the return of inclement weather please take the time to review standard cold weather operations. Winter flying takes more preflight planning, including weather analysis, but the rewards are uncrowded skies and schedules, crystal clear conditions and cool air affording surprising increases in

performance. As always, watch those Class B airspace bases with the improved climb rates. Your climb performance will get you to altitude faster than last summer's hot air did. Also, if we get a large area blanketed by snow, your familiar landmarks for Class B boundaries and the TFR's may not be as obvious as you're used to, and a little more care is needed.

The following is a reminder of cold wx. operation procedures:

RUNWAY CONDITIONS

Despite the relative lack of snow we receive near the Puget Sound basin with our now warmer winters, the local large airports' maintenance crews do a fairly good job of keeping the runway/taxiway clear, especially at Boeing Field, Renton and Paine. Snow can often be spotty, dumping a fair amount of snow at your home or work, but little or none at the airport, and of course vice versa. **We've maintained normal and training ops in the past without much inconvenience, but you must be prepared to spend more time in preflight preparation regarding:**

- **Obtaining weather and runway info**
- **Brushing snow off and/or deicing wings**
- **Engine preheat ops if you're the first pilot of the day**

The briefing you get from FSS/DUATS will include a Runway Condition/Braking action report in the NOTAMS, or in the event of a heavy snow or ice storm, an airport closure notification until the runway surface has been cleared. If you use DUATS type briefings, you should call and talk to a live FSS briefer to glean any info or advice they may have that will not be reflected in the "data only" DUATS brief. The ATIS and live controller advisories can contain these reports, but remember, they are advisories. While generally pretty accurate, just because a controller says it "looks good" is not a substitute for good common sense. As always, you are the PIC and are responsible for good & bad decisions.

The "BRAKING ACTION/RUNWAY REPORTS" are classified as;

- "Good"
- "Fair"
- "Poor", and
- "Nil"

BEFA currently has no specific regulations pertaining to ice/snow operations, but traditionally suspend flight operations when runway conditions are reported "nil", or perhaps even "poor". Again, classifications do not preclude pilots from using common sense. If the runway surface is obviously a crummy mass of tracked up ice ditches then no matter what they're calling, don't go. Occasionally the taxi and runway will be reasonably clear/wet and quite usable during the day, but they have not changed or perhaps added the "poor-nil" report as a precaution late in the day, perhaps for the following reason: they did not anticipate the water

from melting snow/ice refreezing as night falls. It may be fine as long as the sun is shining on the wet pavement, but at sundown or in shadows, look out – it's slick! Keep this in mind if you're going on a night flight even if NOTAM's or tower warnings are absent. A simple call to the airport or a walk to the end of the ramp usually will clear things up for you. Refer to your AIM, Section 4-3-8 and 4-3-9 for more information.

DE-ICING OF AIRCRAFT

Attempted flight with ICE/SNOW/FROST on the plane is **TOTALLY UNACCEPTABLE**, not to mention life threatening. While this is stating the obvious, I can recite examples where this statement evidently needed to be screamed! Also - **DO NOT USE ICE SCRAPERS, CREDIT CARDS OR STIFF FLOOR BROOMS TO DEICE aircraft. The following descriptions are general guidelines only** – please consider using myself, another CFI, or our more experienced pilots' help/input if needed to learn prepping procedures for cold wx ops. The following are descriptions of ice/snow/frost accumulations on the airframe that must be considered prior to continuing a cold wx. preflight:

- *Accumulations of ice so thick and/or hard that, short of thawing the plane out in the hangar, the flight must be scrubbed.* A composite layer of snow that thaws then refreezes, freezing rain, or extra thick layers of frost/ice mix are examples of this. Damage to the wings, paint and airframe could result in trying to remove this with anything other than a gradual heating/thawing process. Fortunately, this is not very common in the Seattle area, but it does happen. If the RNT hangar is used for this, please remember to mop up water from the floor. Regal Air at PAE will provide a warm hangar for heavy de-ice ops on a space available only basis, (usually at pilot's expense). Our PAE hangar generally is too cold for thawing, but could be tried. Please see Staff/Board Members or CFI's approved for hangar ops for use of the RNT hangar for thawing. Ace Aviation is also a possibility if they have room.
- *Moderate to light accumulations.* Use the de-ice fluid. You need a properly trained instructor or seasoned pilot to show you how to apply this if you have not done this before, and use gloves and safety glasses. **THE FLUID IS IN GARDEN TYPE PUMP SPRAYERS LOCATED BEHIND THE DOOR NEXT TO THE STAIRS IN THE POP MACHINE ROOM, ALONG WITH THE PREHEAT HOSES, DEICE BRUSHES AND AIRCRAFT "NOSE PLUGS"**. A 55 gallon drum (a green barrel marked "UCAR AIRCRAFT DEICING FLUID CONCENTRATE") is in the hangar to replenish the containers. Give the fluid a chance to "work" a little before applying more, and then push off with the soft brushes, not stiff brooms. **DO NOT USE FUEL or DEICE FLUID TO REMOVE ICE FROM WINDOWS!!!** (Look at 704GC's "milky" Plexiglas to

see what an overly aggressive pilot's use of av-fuel on an ice-encrusted window did, use only soft cloths on windows). Sometimes a soft brush is adequate to remove snow or melting ice from wings, and would be preferable. Try this first, and then use de-ice fluid if not successful. Also, make sure that you are actually applying de-ice fluid! There was an occurrence several years ago where well intentioned pilots were saturating a plane with solvent, not de-ice fluid! A complete bath and relubing etc...., of the airplane was needed afterwards. Not too good for the windows either. Have to admit that was one clean plane though!

- *Light moderate to trace.* Simply turn the wings into the sunshine while you go about your normal preflight business, then take a soft brush or cloth to it. If the ambient temperature is adequate (just above freezing), you'd be surprised how soon this can work. If no sun, a good brushing, or a light coating of deicer followed by a brushing will do the trick.

ENGINE PRE-HEATING (Always refer to the POH "Cold Weather Operations" for review)

While most POH's recommend preheating below 20 degrees F, **we prefer if able to pre-heat the engines for first flights at and below 31 degrees F.** Consider how "cold soaked" the engine may or may not be from the duration and degree of the freezing temps. Pre-heating also aids in easier starts and prolongs engine life and enhances safe flight. If you start an engine without pre-heating in below freezing weather, it may cause premature wear, which may or may not manifest itself in your subsequent flight, and will shorten the life of the engine. We may be needing an engine or cylinder(s) before its planned TBO, or some other pilot (perhaps you or some other poor sod) flying it next summer could have a power plant problem from previous cold wx. "impatient" preflight action, (or inaction). Also, if an engine TBO's - say 500 hours early due to improper cold wx. preflight ops, we lose approximately \$4,000 in engine life, not to mention the \$32,500 in club gross revenue that was projected on that 500 hours, as well as the reduced availability and subsequent inconvenience to members. This all factors into the annual rate review the Board does for hourly cost of aircraft operations, and throws the budget out of whack. It can come back to haunt all of us one way or the other. At the least be sure to "pull the prop through" several times to "break loose" or "limber" the oil, thus conserving battery energy. Ensure mags are "off" of course when doing this.

We have 3 primary methods of pre-heating "cold soaked" engines, if needed:

1). Propane heat cart. The propane heat cart is located in the hangar. Unfortunately we only have one. If the hangar is not already open, the Staff or a CFI (particularly a Citabria CFI or pilot) can open the door if it's locked and the Staff is

not present. It's fairly easy to use but there are a few things to watch out for, so guidance is required (check-out) from someone familiar with it prior to operation. The directions for the pre-heat cart ops are with the machine. Please leave directions there; they have a habit of disappearing. **NOTE: YOU MUST REMAIN IN THE AREA OF THE PREHEAT CART TO MONITOR ALL THE TIME THAT IT IS IN OPERATION. A CHECK OUT IS REQUIRED PRIOR TO OPERATIONS BY SOMEONE WHO IS FAMILIAR WITH IT. Call me or your favorite CFI for a checkout on the preheat cart and any other cold wx ops, we'll be happy to help. NO fueling operations while pre- heat cart is in use!**

2). Pre heat hoses that are placed over your car exhaust, then the outflow is directed to the base of the engine and oil sump. This is the only time automobiles are allowed on the ramp. We have gate proximity cards in the office for car access. Drive slowly and try to use a newer model car to avoid excessive pollutants in engine compartment. With the new security measures, see Staff for key card to the gate or call me at home. This must be kept locked at all times.

3). Hangar heat, which can take awhile depending on how cold soaked the engine is and how warm the hangar is. If you have an early morning flight, give us a call and we may be able to arrange storage in the hangar overnight for you, depending on availability. If it's available, we're happy to do so and you'll have a nice warm plane ready.

The appropriate red nose plugs, (generously made by Maynard Winchester and wife), should be fitted into the two nose holes of the airplane to keep the heat in when using the cart or the hoses from the car. These are located with the hoses and de-ice fluid in the closet next to the stairwell in the pop room, along with the rest of the de-ice equipment. They are clearly marked for either C-150's or C-172's. **REMOVE BEFORE FLIGHT!!!** I'm very disturbed when I find the cord holding the plugs together is broken in two! **At least a minimum of 17 to 20 minutes of preheat is required, and longer if it's below 20 to 25 degrees or so.** Extreme cold soaked engines may require a fairly long preheat time. After the preheat is concluded, you want to **REMOVE NOSE PLUGS**, get the preheat equipment stowed and start engine as soon as you can. Remember to "pull the prop through" prior to start (mags off). Referring to the manufacturer's cold wx. start procedures may be necessary, but be very careful not to over prime the engine, as it may be warmer than what the cold wx. start ops are meant for. Also, have a "spotter" standing outside for stack fires. **If you have a stack fire, continue to "crank" the engine (throttle idle, mixture off), to suck the flames down the carburetor until the fire is out.** It should be pretty cold out to use "cold start procedures". I've seen many an over primed/flooded engine, and the subsequent dead battery that results when over cranking a flooded engine, please do your best to avoid it. **Wait 5 to 6 minutes for the fuel to evaporate before trying to crank the engine again.**

Keep the Master Switch off as much as possible to avoid battery drain.

Once a plane has been flown, the engine does not need preheat unless there was a fairly long period of sub freezing temperatures prior to its next flight. As you can see, the first person to fly on a sub-freezing day needs to get to the airport earlier than normal, and we all owe a big thanks to the “early birds” prepping the planes. As always, the CFI’s and myself are here to help you get safely underway, and don’t hesitate to ask us for assistance.

AT RNT, COLD WX. EQUIPMENT IS LOCATED IN THE CLOSET IN THE POP MACHINE ROOM. BEFA IS PRIMARILY A SELF-DISPATCHING OPERATION. YOU ARE THE OWNER. YOU USE THE EQUIPMENT AT YOUR OWN RISK AND ARE RESPONSIBLE FOR ITS USE – PLEASE RETURN THE EQUIPMENT BACK TO ITS PROPER LOCATION FOR THE NEXT MEMBER TO USE. It can be very frustrating to your fellow pilots to search all over for equipment that is not properly returned, or is non-functional due to abuse or improper care. Your fellow member/pilots who are “downstream” rely on your care and consideration.

CHECK WITH PAE FOR COLD WX OPS SPECIFIC TO EVERETT OPERATIONS. PROCEDURES WILL ALSO BE POSTED IN THE HANGAR.

Warm clothing and survival gear increase in importance in winter flight ops. You will be thankful even if you’re just stuck at another airport.

Lastly, if you live around either of BEFA’s operations, please stop in and check the fleet after or during snow or windstorms to see if help is needed. Both the Ops Officer and I live a fair ways away and accessibility to the airport may be a problem. Snow may need to be removed from the horizontal stabilizer to keep the nose wheel on the ground, and any wind can cause the plane to rock up and down banging the tiedown points and nose wheel until the snow is removed. Please notify me (Operations Manager), or the Operations Officer if you stop by the airport to check on things.

This may at first glance seem like a bit of a hassle, but once you’re familiar with the routine, you’ll see it’s not that bad. The bit of extra time involved for first flights in freezing/snowy conditions is more than made up for in the beauty and performance of a winter flight. It is really spectacular. Some of my fondest flight memories took place on a crisp uncrowded winter morning, or a clear winter night with the moon reflecting on the snow below. You won’t regret it.

Wes McKechnie

GRIEVANCES/INCIDENTS:

- 10/15/05 41896 pitot cover off, garbage left in plane, tied down/parked carelessly.
- 10/16/05 7568T found with towbar stuck to nose wheel, no squawk written.
- 10/20/05 54088 Towbar left on nose wheel.
- 10/25/05 78440 Avionics power switch left on.
- 10/26/05 733XW Strobe and landing light left on, tail tiedown left off, fuel strainer missing.

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:

- Dean Whiting (CFI) for moving planes.
- Rob Wilson for arranging the pending permits for the BEFA Pilot Lounge and plans.
- Jim Goodnow for moving planes.
- Jack Yager (CFI) for use of his SUV for hauling parts.
- Jim Goodnow for manning the front desk
- Will Allen (CFI) for moving planes.
- Mark Gapinoff, Ted Boyd-Davis and Travis Nelson for weed whacking and mowing at the Renton Facility and ramp area.
- Charles Manry for loading databases.
- Jim Goodnow for helping to fix the compressor motor.
- Peter Cookman, Lis Demco (CFI), Kip Davis (CFI) and Brian Heath for helping Staff with invoice stuffing.
- Bob Guthrie (CFI) for moving planes and various other needed tasks.
- Joe Kranak for arranging all the logistics for the AOPA pictures at the Boeing Flight Test Center, and their hospitality
- Jim Gannett for donating an aviation oxygen bottle.

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 the upcoming 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
- Someone to redo the lines and lettering on our white dispatch board in the office.

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

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 in the air improves our chances by getting 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 to 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 versus explaining to friends how you saved it.

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 Voters:
Ballot Attached to This Newsletter
By John Scarse, BEFA Vice President**

By now all photos eligible for voting have been posted by the entrants on the Photo Contest board at the BEFA office in Renton, as the deadline has passed. We can't really stop you from adding more photos, but if you do, you could be missing votes of people who already voted, so please just don't bother.

So, now it's time to vote for the best photos! The deadline for voting will be Friday, November 18, at close of business. The votes will be counted then. Voting is to be done using one ballot per member. This newsletter will have your ballot on the last page. The security of this vote is light to save money on labor. You may send in your ballot by US or Boeing Implant mail, or drop it in the ballot box in person. All membership categories get to vote in the photo contest. Every ballot has three votes, but they are all ranked equally and counted together, so you can pile all your votes on a single image, or spread them across two or three promising candidates.

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 in the December newsletter and recognized, as usual, at the next annual BEFA Crab Feed in February. The winning photographer(s) will have their work featured on the 2006 BEFA calendar. We will make every effort to have your free BEFA calendar available at the Renton office before Christmas.

**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
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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.*

Wanted: Roommate for lakefront 2BR/2BA condo. Water view, dock, pool. Minutes from BEFA & Boeing. Prefer responsible, clean, male. \$550/month. Contact Glen at 425.738.1464.

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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Everett		
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F
A

2005 Photo Contest Ballot

Please write three photo numbers to indicate your vote.
Photos, marked by numbers, are located in the North
entry hallway.

1st Choice: _____

2nd Choice: _____

3rd Choice: _____