

✈ BEFA Newsletter ✈

Fair Winds, Blue Skies and Happy Holidays to All!

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>
Derrick Cooper	Associate	RNT
Ryan Georgi	III	RNT
Matthew York	Family	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Scott Mathews	11/16	Wolvington
Ingrid Abendroth	11/26	Demco

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Alex Jobe	11/15	Comm SEL	Yager
Allan Reitan	11/15	Comm SEL	Turlington
Greg Dunn	11/16	Private SES	Yager
Gary Pipkin	11/16	Private SES	Yager

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	12/16	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**

New Board Members: Congratulations to the new Board members who have been elected to serve the two-year 2006-2007 terms:

- Vice President – Joe Kranak
- Treasurer – Bob Bumpous
- Safety Officer – Bob Guthrie

We owe a debt of gratitude to the retiring officers, John Scarce and Mike Sievers, who both put a tremendous amount of effort into keeping the wheels on this organization

of ours. (Bob Bumpous was elected to a full term as Treasurer, after having previously been selected to fill the mid-term vacancy created by the resignation of Lawrence Day.)

Pilot Lounge Project Gets a Green Light: We have finally obtained the permit required to start converting the upstairs room behind the classroom into a pilots' lounge. (Many thanks to Rob Wilson, who did a great job in drawing up all the plans and arranging for the permit.) If you've been up there lately, you've probably noticed a growing accumulation of donated supplies, including double-pane view windows and marble countertops. In our usual style, we are assembling a group of volunteers with the skills and knowledge to do as much of the work as possible. (More are always welcome!) When it's completed, it should be a great place to do some flight planning, or relax after a flight and critique *other* pilots' landings on runway 15.

435SP Purchase: We have completed the purchase and BEFA is now the registered owner of this nicely equipped, near new, C172S aircraft. In accordance with previous Board action the base hourly rate (before fuel surcharge) has been reduced to \$75, effective December 1.

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

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>Total Rate</u>
C150	\$52.00	\$5.17	\$57.17
C172	\$68.00	\$7.43	\$75.43
C172S	\$75.00	\$8.37	\$83.37
C172RG	\$89.00	\$7.43	\$96.43
PA-28-151	\$68.00	\$7.43	\$75.43
Citabria	\$75.00	\$7.43	\$82.43
PA-28R200	\$89.00	\$8.46	\$97.46
C182Q	\$100.00	\$12.22	\$112.22
C182RG	\$105.00	\$12.41	\$117.41
C172XP	\$120.00	\$7.14	\$127.14
BE76	\$149.00	\$17.86	\$166.86

2006 Annual Crab Feed - 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 Scearce 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

FLIGHT TIME MISSING ON TWIN

THERE WAS A FLIGHT SOMETIME BETWEEN 10/27/05 AND 11/6/05 IN 2008E FOR 3.0 HOURS THAT WAS NOT LOGGED IN OUR TAC BOOK. THERE IS ALSO NOTHING IN SCHEDULE MASTER SHOWING A BOOKING DURING THAT PERIOD. PLEASE NOTIFY US IF THIS WAS YOUR FLIGHT SO WE CAN CHARGE IT TO YOUR ACCOUNT.

BEFA PILOT LOUNGE TO START

We'd like to echo Frank's nod to Rob Wilson for the permit work on our lounge project. This has been a real log jam and it's nice to have it out of the way. Hopefully we can complete this project by this spring and have a nice social room for the members to use. Kudos to the rest of the volunteers, too, who are starting the work on December 10th. Frank Bond is heading up the project's construction. We will need a licensed electrician to do some wiring for us; can you help or get anyone who can?

RON LARSON'S DAD PASSES

BEFA extends its sincerest regrets to the Ron Larson, one of our prime BEFA Crew members whose dad recently passed away. Keep him in your thoughts.

NEW FUEL STRAINERS

We have purchased a new type of fuel strainer that we will try on a test basis. The approved strainer is similar to the type we now use, except that it has a second part that is attached to the standard strainer after the fuel sample is taken. This second part contains a micro screen designed to strain contaminants out of the fuel sample. Once this second attachment is placed on the standard strainer opening you can then pour the fuel sample directly back into the fuel tank rather than placing it in the red containers, after determining the sample contains the proper fuel. The water/debris will remain trapped in the secondary screen part. The process is:

1. Detach secondary part containing micro screen filter from the normal type main sample tube; close the small cap on this filter attachment to help keep it clean.
2. Sample as you normally would with main sample tube.
3. Inspect normally for usual contaminants/proper fuel.
4. Snap the small cap back off and attach the micro screen plastic part on the top of the strainer.
5. Open the large cap to reveal screen of now attached filter portion. Pour sample contents back into fuel tank. Solid

contaminants and water should be retained by the micro screen within the secondary attachment. Remember to pour the water out of the device.

6. Snap large top cap back on, to keep contaminates from outside of filter screen.
7. Replace unit, with the secondary filter attachment secured on it, back in the seat pouch.

The potential problems are that the smaller secondary piece may get misplaced or inadvertently stuffed in one's flight bag. We lose the normal fuel strainer part often enough, (as well as checklists, keys, etc...!), so the smaller secondary filter part seems a likely candidate for this to occur. Please avoid inadvertently tucking this in your flight bag or misplacing it. The other possible problem is that the caps covering the ends of the new filter portion are secured to the receptacle by a plastic strap that may, over time, weaken and snap off. We'll try this new strainer combo in just the following planes; 736NN, 4801D, 5344K, 733XW and 54088 to see how well it works and how long it holds up, before going fleet wide with it. Let me know what you think of it. (With 13 fuel drains on 435SP, that would be a lot of trips up and down the ladder!)

BEFA HOLIDAY POT LUCK

BEFA's annual Holiday Gathering/Pot-luck will be on Friday, December 16th from 1:00pm to 6:00pm. Please bring a favorite snack, etc... and stop by and say hi to your fellow BEFA members. The BEFA Board Meeting will also be held starting at 5:00pm that night, so feel free to stop by and give a listen to that as well.

BEFA FRIDAY NIGHT AT THE MOVIES

In answer to member questions regarding BEFA's popular Friday Night at the (Aviation) Movies, yes, we will once again be up and running again after the hubbub of the holidays is over. Some movies in the wings this year - "The Right Stuff", a LONG movie about the birth of supersonic flight testing at Edwards AFB and the Mercury Space Program will be one of the movies on tap this season. This was the movie that brought Chuck Yeager into prominence outside of the aviation community. For retro fans, an overlooked gem, "The War Lover" with Steve McQueen will be on our "big screen" as well. This has some nice 1960's vintage surplus B-17's, a la "12 O'Clock High", and a pretty intriguing story line. We'll keep you informed when they'll be showing.

LOCK THOSE OFFICE DOORS

Please make sure all of the BEFA office doors are locked when leaving the office after the Staff has gone home. We have complaints of the doors being found unlocked in the morning. Be sure to check all of them if you are the last one out.

HELP IS NEEDED

The BEFA Crew needs a few members to help in tidying up the Renton hangar a bit. The Crew meets on most Thursdays and Sundays in our hangar around 5:00pm to do light maintenance on our planes, and if you can call me (425) 237-2332 or Walt (206) 954-8325 to let us know if you can help out for an hour or two of cleaning up while the BEFA Crew is here working on the planes, we'd appreciate it greatly.

BEFA COATS & HATS UPDATE

We have a new supplier for our BEFA coats, polos, and hats. We apologize for being out of stock on these items for Christmas. We're just now finishing up the selection and pricing, and should have the product list out with the next newsletter. These will be quality garments with your choice of BEFA artwork on them, and the option of your name. They will be priced just a little over our cost, so should be outstanding values.

GRIEVANCES/INCIDENTS:

- NONE REPORTED !!!!!!!!
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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:

- Jim Goodnow for fixing the compressor.
- Rob Wilson for securing the BEFA pilot lounge permit and donating marble shelving.
- Doug Jacobs for 41896 checklist.
- Bob Guthrie (CFI) and Norm Craven (CFI) for moving planes on a miserable night.
- Daryl Hickman for loading GPS.
- Will Allan (CFI) for shuffling planes.
- Maynard Winchester for his ongoing tending of the nut vending machine.

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

When you scan for other traffic, do you find yourself most often looking straight ahead with occasional glances to the left and right? If so, you are guarding against only five percent of the most common mid-air collision scenarios. Eighty-two percent occur from the rear. Statistics show that midairs have continued at a steady rate for the past 18 years. Most years, such accidents number in the teens, however, in some years the numbers have reached in the mid-20s. AOPA's Air Safety Foundation (ASF) data indicates that 45 percent of collisions occur in the traffic pattern; and of these, two-thirds occur during approach and landing when aircraft are on final or over the runway. Confusion about the location of aircraft and their landing order often begin early in the pattern. As you might expect, operations at non-towered airports offer an even greater risk. The following procedures can help you avoid problems at non-towered airports –

- Tune and verify radio frequencies before you enter the airport traffic area.
- If you are working with approach control before reaching the airport, monitor CTAF on the second radio, if equipped.
- Report your position 10 miles out and listen for reports from other inbound traffic. Report entering downwind, turning downwind to base, and base to final.
- Identify the airport at the beginning and end of your transmissions.
- If you are not sure of the location of another aircraft on the frequency, ask.
- Keep in mind that there may be airplanes in the pattern without radios, or not using the radios they have.
- Check behind and below at least once on final.

- Report your position outbound and remember that most pilots omit position reports after departure.
- If conducting an instrument approach, report your position in miles rather than by navigation fixes (some VFR pilots may not be familiar with the location of IFR fixes).

Airplanes tend to cluster on airways, at VORs, and in class B, C, and D airspace. Also, most collisions occur in good visibility, so don't relax just because the skies are clear. Pilots need to move their heads to see around blind spots caused by fixed aircraft structures such as doorposts and wings. Banking from time to time can uncover these blind spots. The AIM also advises the use of exterior lights to improve your chances of being seen in hazardous areas. Air traffic control facilities can provide radar traffic advisories (flight following) on a workload permitting basis. However, even if a controller is busy, monitoring the appropriate frequency can provide a mental picture of traffic in the area. Remember that the human eye is designed to detect movement more efficiently than stationary objects. Stop your eye movement momentarily during the scan to allow your eyes to detect other traffic. There are two basic methods for scanning the skies. One is to turn your head to the left and scan to the right, stopping a few times to allow your eyes to focus. The other is to start at the center of the windscreen and scan outward, first in one direction and then in the other. This is called a block system and is designed to divide your viewing area into segments.

Don't let distractions from your flight computer, GPS or other button heavy devices stop the scan. Cockpit duties, scenery, passengers, or confusion can invite complacency. Your increased awareness of the area around you will help keep you from an unpleasant close encounter with other members of the aviation community.

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 Ends

By John Scarce, BEFA Vice President

The 2005 BEFA Photo Contest is over. I opened the ballot box and took out the ballots—both of them. Of those, one ballot selection was basically “none of the above” and requested a photo from a prior year’s contest. After discarding the “creative” ballot, we are down to one ballot. That hardly seems fair or sensible to me, in terms of a contest. We also had bad luck in the quantity and, with no disrespect intended, quality of the photos available to vote on. The contest board was sparsely populated and apparently attracted few votes, to say the least.

The truth is, any good photographs require hard work and patience. Good photos that are also suitable for a big calendar display require additional work because technical and artistic obstacles are higher. Even pilots who bother to bring a camera with them on their excursions may not think about high-resolution, artful calendar photos most of the year. Some photos submitted this year were interesting, but unrelated to BEFA. Others were taken during BEFA flights, but lacked any sense of motion, story, or visual structure. They were basic vacation shots, not bad, but hardly worth a few hundred dollars in for ink and high-gloss card stock. It’s nobody’s fault—contests sometimes just don’t work out.

So...what to do?

I consulted with the other Board members, and then made the following decision. I’m voiding the entire 2005 BEFA Photo Contest, and declaring that it ended in a draw with no winners or losers. Photographers, you have my gratitude and respect for your efforts. I wouldn’t even dare show my own lame photos. Please pick up your photos at your convenience.

For the calendar, we will pay for a professional graphic artist

to design the photo, layout, title, calendar section and any slogan we decide to use. Costs for a reasonable production run and printing materials will all be donated to BEFA again this year by CCS Digital Printing and their President, BEFA member Kevin Sullivan. **Thanks very much, Kevin!!** If we need any reprints, we will just buy them from CCS. We are also working on a special deal for the central photo image. With a bit of luck, we’ll have something exceptionally beautiful for our 2006 calendar, despite the contest outcome.

Instrument Rating Ground School

By Frank Marshall

The roster for the 2006 Instrument Rating Ground School has been growing, and the schedule has now been set. The 10-week course will be offered on Monday and Wednesday evenings, starting February 6, in the Renton classroom.

The course will prepare you to take the FAA Instrument Rating Knowledge Test (not to mention offering some pointers on the real-life challenges of instrument flying).

The cost of \$300 (\$330 for non-BEFA members) includes an excellent Jeppesen Guided flight Discovery textbook (accompanied by some brief Jeppesen video segments for each chapter), the complete FAA Knowledge Test question bank, and the 2006 FAR/AIM.

Space is still available. If you are interested, please sign up now using the roster form on the countertop in the Renton Office. This will get you on the contact list for further information when it’s available.

Longest Cross Country

By Howard Wolvington, Past President

In my previous roles as BEFA Operations Officer and President, I regularly contributed articles for our monthly newsletter. Most of these were primarily about BEFA matters, but from time to time I would take the opportunity to write about some of my flight experiences. Since leaving the board, I have had more time to do instruction and travel, and I’d like to provide a trip report about my “Longest Cross Country” from Renton to Tampa, FL for the 2005 AOPA EXPO.

The trip by great circle from Renton to Tampa Vandenburg (KVDF) is 2,193nm. The original plan was to leave Renton on Monday morning, 10/31, fly two 3 hour legs on each of Monday and Tuesday, and to arrive Wednesday about noon after the final leg, 1 day before the AOPA EXPO was to begin. Well, you create a plan, and then you do what is necessary...

The story is too long to print (6 pages) in this newsletter, so it

has been uploaded to our befa.org web site. You can view and/or print the article at:

www.befa.org/pub/2005_hw_AOPA_Expo_Report.pdf

I also took several hundred pictures during the trip. Since our Newsletter is not color, and these are very large, I have placed selected pictures in a second document also on our web site at:

www.befa.org/pub/2005_hw_AOPA_Expo_Pictures.pdf

I suggest that members print the article and then look at the applicable pictures online while reading it.

Classified Ads

WANTED!

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



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

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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Maintenance	<u>ACE Aviation</u>	Contact, in order:
	1) Ops Manager: Leave voicemail (425) 237-2332 or pager 206-540-7720	
	2) Ops Officer, or 3) Any Board Member	
Everett		
Office:	No phones at this time in Everett. Please call RNT Office in an emergency, otherwise call Doug Jacobs or Oscar Naimi (phone numbers below).	
Maintenance Focal:	<u>Brian Behrend</u>	Wk: (425) 266-8155 Cell: (425) 280-1215
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