

✈ BEFA Newsletter ✈

BEFA: Phone (425) 237-2332, M/S 94-35

840 West Perimeter Road, Renton, WA 98055

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Doug Pegors	12/29	Comm SES	H. Wolvington
John Demco	12/31	Instrument	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>BEFA Movie Night</u>	6:00p	1/20	RNT
• <u>Board Meeting</u>	5:00p	1/27	RNT
• <u>Crab Feed</u>	5:00p	2/18	RNT
• <u>NW Aviation Conference Booth</u>		2/25-26	

From Your President By Frank Marshall

Taxi Clearances at KRNT: Since it's been over two years since this subject has been addressed in these pages, Renton tower personnel have requested that we review it once again with our membership. The goal is to avoid unnecessary communications on the ground frequency, especially during times of high traffic volume when there is a single controller in the tower.

The fact is that taxi clearances are not required at the Renton Airport, as long as one does not enter the protected runway area. The confusion arises from the fact that the airport is quite unusual for a towered airport, in that the entire surface area, apart from the runway surface itself up to the hold-short lines, is a "non-movement area" analogous to the ramp areas at most other towered airports. (In line with the FAA's typically perverse naming conventions, a "movement area" is one in which movement is forbidden without a clearance, and a "non-movement area" is one in which a pilot may freely (but safely) move his or her aircraft about without a clearance.)

Normally a movement area, typically a taxiway, is clearly separated from a non-movement area by a movement-area hold-short line. This is a pair of yellow lines, one dashed and one solid, which is essentially half of a runway hold-short line (four lines, two dashed and two solid). In both cases the "safe" area, above which all parts of the airplane must remain

until the appropriate clearance is received, is the area short of the solid-line side. ("Solid citizens stay on the solid side.")

In the case of the Renton airport, the controllers request that licensed pilots who do not require special services (such as a Burien Departure or an IFR clearance) do not contact the tower until ready for take-off at the runway hold-short line. While taxiing, they should, however, monitor the ground control frequency. When you do finally contact the tower, it will be necessary to provide all the information that would otherwise have already been given to a ground controller, e.g., direction of departure and the alpha code for the ATIS information that you have received.

The exception to this involves student pilots who are not yet licensed. The tower personnel recognize that learning how to operate in a typical towered airport environment is an important part of a new pilot's training, and that the way one first learns to do something is the way that tends to stick. (CFIs know this as the "law of primacy.")

Thus BEFA policy, with the tower's blessing, is for student pilots to treat the taxiways as movement areas, and to contact ground for a taxi clearance before leaving the BEFA ramp.

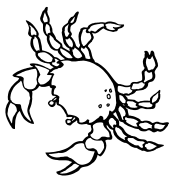
When landing and leaving the runway, licensed and student pilots alike should take their cue from the tower controller. You should not change frequencies until directed to do so by the tower (as is the case at any towered airport). You may be told to "monitor ground" or (typically only when a second controller is available in the tower) to "contact ground," and you should respond accordingly.

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

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>Total Rate</u>
C150	\$52.00	\$4.62	\$56.62
C172	\$68.00	\$6.64	\$74.64
C172S	\$75.00	\$7.48	\$82.48
C172RG	\$89.00	\$6.64	\$95.64
PA-28-151	\$68.00	\$6.64	\$74.64
Citabria	\$75.00	\$6.64	\$81.64
PA-28R200	\$89.00	\$7.56	\$96.56
C182Q	\$100.00	\$10.92	\$110.92
C182RG	\$105.00	\$11.09	\$116.09
C172XP	\$120.00	\$6.38	\$126.38
BE76	\$149.00	\$15.96	\$164.96

Update Report: Annual BEFA Crab Feed and Membership Meeting, February 18, 2006

By Joe Kranak, BEFA Vice President



The annual BEFA Crab Feed will be held this year on Saturday, February 18, 2006, at 5 PM in the Renton hangar. **You may register at the Renton office in person, or you may notify the BEFA office staff by phone that you are planning to**

attend. Please let us know how many guests you expect to bring.

As usual, our main course will offer a choice of either crab or chicken. We will also have salad, beans, macaroni, bread, sweets and beverages. Following the meal there will be a brief business meeting as required by BEFA Bylaws. The business meeting agenda will include the presentation of awards, an update on the status of association projects and a review of our general financial status.

This year, the price of the Crab Feed has been raised by one dollar, to \$16 per adult. Children twelve years old and younger are still free. The dinner fee is payable by cash, check, or billing to your BEFA account. Even after this modest price increase, the association could still be unable to recoup the cost of the meal. Since the crab entrée is the most expensive item on the menu, one way that we can help eliminate the potential for a loss, is to do a better job of projecting attendance in advance. So please let us know your plans for attending by Jan 28th (if possible). Mark your calendar and we'll see you there.

We have historically had a reliable source of fresh crab. However, if any of you would like to recommend additional sources, please let me or the BEFA staff know. Due to the vagaries of the crab fishing season, and just plain fisherman's luck, options are always appreciated.

We also need volunteers to help prepare, decorate, setup, take down and clean the hangar after the event. Here are some of the tasks for which we could use some additional help:

- 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 19
- Set up tables and chairs on February 19

- Wipe down, fold and stack tables after the event

Contact Joe Kranak at 425-391-6071 if you can lend a helping hand.

Attention CFIs: Recency of Experience Form

By Bob Guthrie, Safety Officer

BEFA CFI's are required to turn in a "recency of experience" form by the end of January. I mailed a copy of the form to those of you who do not regularly use the Renton office and placed a copy of the form in your CFI box for those of you who do use the Renton office. If you are a CFI and do not get one by the first week in January, please let me know.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

BEFA MOVIE NIGHT RETURNS: It looks like 6:00pm, January 20, 2005 is the return of the "BEFA Friday Night at the Movies". There is room for only 16 patrons so please call the office and reserve your spots. We have not chosen a movie yet, we'll keep you posted on Schedule Master's message page.

PRACTICAL DENSITY ALTITUDE: Anyone attending a WINGS Seminar or Flight Instructor Clinic lately has heard Scott Gardiner from the Seattle FSDO talk about his "Practical Density Altitude" DVD. Before his recent retirement, he augmented a video presentation by NTSB Investigator Kurt Anderson with PowerPoint-type graphics. During the 30-minute pitch at the Museum of Flight, Kurt speaks about what he calls the "nine deadly sins" relating to density altitude. It's an interesting talk by someone who's investigated over 400 general aviation accidents in the Pacific Northwest. BEFA now has three copies of this DVD available for checkout.

GRIEVANCES/INCIDENTS:

- 12/16/05 733XW returned 20 minutes overdue delaying next flight.
- 12/18/05 RNT Facility Interior and external hangar building doors unlocked.
- 12/27/05 54088 door left unlocked.

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 making new VOR logs for our planes.
- Daryl Hickman for filling in on the front desk.
- Thanks to the mystery person who cleaned up the oil area in the hangar. Please contact me or Walt so we

know who you were!

- Gary Pipkin for donating floatplane POH supplements.
- Rob Wilson for donating more material and fixing clock.
- Mark Gaponoff for delivering a spare cylinder to Avian at PWT for repair.
- Norm Craven, Lis Demco and Bob Guthrie for helping stuff invoices.
- Jim Gannett for donating his membership share.
- Howard Wolvington for new Warrior check list.
- Will Allen for setting up the BEFA Christmas tree. We heard it was a huge undertaking!

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.
- 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 Bob Guthrie

Am I Current?

We all know the FARs - current medical, Flight review within two years, three landings within 90 days to carry passengers, to a full stop if at night or in a tailwheel. Most of us know the BEFA six month rule, and some of us use the 20/20 rule once a year, our students know they need an instructor sign off every 30 days. Yes we are current, but the better question is, am I proficient? Two pilots have welcomed me back in this job with requests that began: "Bob I am current, but...." One had only been flying the Citabria for some time, and the second was a rated pilot but had not flown in three months. Both pilots were concerned with the question, am I proficient? Three times around the pattern

answered the question and we all felt like we were taking good care of BEFA's airplanes.

Winter flying poses several problems we do not have to deal with very often. It is easy to tell if the clouds are too low, but wind is another matter. It is not unusual for the surface winds to be favorable for flight only to find at about 500 feet there is a lot going on that you can not learn from ATIS. If you have not experienced winds out of the southeast in the winter, talk to someone before you launch. If an instructor is not around call 1-800-WXBRIEF or look at DUATS or at least look for someone else who has been flying. If no one is flying, think – maybe there is a reason. If there is a pretty good wind, maybe it is a good time to get some crosswind experience. Get an instructor and practice. One of my favorite comments heard from a very experienced Citabria pilot who had just bounced was: "that is why we practice".

Fly safely!

Volunteer Opportunities: BEFA to Host Booth at 2006 Northwest Aviation Conference **By Joe Kranak, 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>

