

# ✈ 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>
Bruce Barnes	III	RNT
Cameron Raspet	I	RNT
Geoffrey Warr	III	RNT
Chris Wu	II	RNT

## 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	2/17	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

**2005 Aircraft Utilization:** The Board regularly reviews the utilization of our fleet, airplane by airplane. This information is extracted monthly from our accounting software by your Treasurer Bob Bumpous.

The results for calendar year 2005 are shown in the accompanying figure. The aircraft are sorted primarily by the hourly rate that was in effect for most of the year. (435SP has since come down in price after we purchased it.)

The chart shows that 4801D is easily the most popular airplane in the fleet. It is the only Renton-based C172 at the baseline C172 rate that is equipped with a GPS. It appears there is a significant demand for the GPS, if the price is right.

A similar story emerges from the data for our C182s. Both of them are GPS- and autopilot-equipped, and are very popular airplanes. 735LH, with its top-of-the-line Honeywell avionics package, was the second most popular airplane in the fleet. 7568T would probably have been right up there with it were it not for the hard landing that kept it out of commission for 2½ months right at the start of the summer flying season.

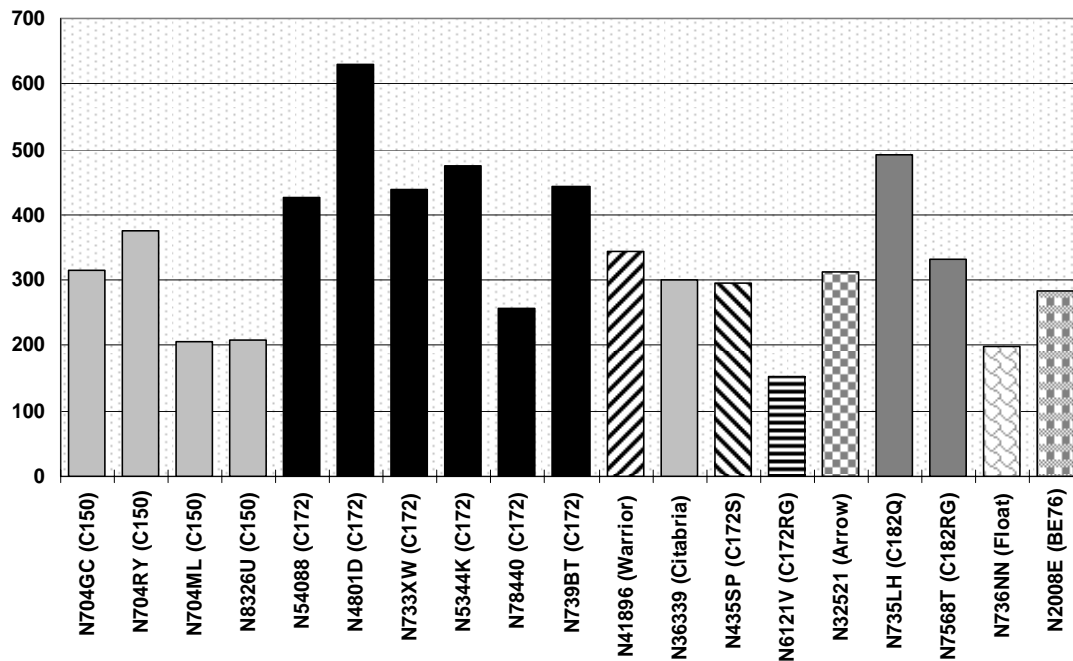
At the other end of the popularity scale, 78440, which is actually a very nice airplane, has apparently suffered from the inconvenience of being the only C172 using mph instead of knots for airspeeds. (Since the official POH gives all speeds

in mph, this is not an easy thing to change.) For most of the year it also lacked front-seat shoulder straps.

The Cutlass, 6121V, the only airplane in our fleet with a real-live Horizontal Situation Indicator, obviously had an off year because it has been out of commission for so long following its engine failure. The owners are now having a replacement engine built up for it.

The Board is assembling a prioritized wish list of upgrades, and will be carefully monitoring our financial performance to see what is practical. You can be sure that more GPS equipped

**Total Hours for 2005**



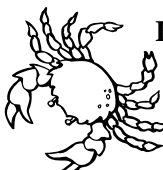
aircraft will be high on the list.

**Fuel Surcharges:** Surcharges and rates for February are as follows:

Aircraft	Base Rate	Surcharge	Total Rate
C150	\$52.00	\$6.00	\$58.00
C172	\$68.00	\$8.61	\$76.61
C172S	\$75.00	\$9.70	\$84.70
C172RG	\$89.00	\$8.61	\$97.61
PA-28-151	\$68.00	\$8.61	\$76.61
Citabria	\$75.00	\$8.61	\$83.61
PA-28R200	\$89.00	\$9.81	\$98.81
C182Q	\$100.00	\$14.17	\$114.17
C182RG	\$105.00	\$14.39	\$119.39
C172XP	\$120.00	\$8.28	\$128.28
BE76	\$149.00	\$20.71	\$169.71

**Reminder: 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 the weekend of February 11<sup>th</sup>.
- 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.

**Safety and Operations Briefing**

By Wes McKechnie, BEFA Operations Manager

**VOLUNTEERS NEEDED:** TO HELP CLEAN THE HANGAR ON THE WEEKEND OF FEBRUARY 11TH AND 12TH FOR THE CRAB FEED. PLEASE CALL THE OFFICE TO SIGN UP @ 425-237-2332 OR Walt Cameron 206-954-8325. THE MORE WE GET THE QUICKER THE JOB GOES - EVEN IF YOU CAN ONLY GIVE A FEW HOURS, PLEASE CONTACT US. THANKS

**NEW DISPATCH BOARD**

Thanks go to Daryl Hickman for building our new Dispatch Board at his own expense. This has been a much needed improvement.

**LANDINGS**

Just a brief summary on the impact hard landings have on our fleet maintenance – Hard landings accounted for more than \$20,728 in repairs last year. I say more than because we still do not have the invoices for 2 aircraft yet. Granted a large portion of that was attributed to 7568T hard landing, but at least 8 other aircraft had nose repairs during the 2005 flying season. A few of these are probably just normal wear and tear that accumulates with multiple touch and goes, and a certain amount of the problems are inherent in any flight operation, particularly training – it's part of learning to fly. I know that with the quality of instruction we have and the responsible attitude of our pilots we are capable of doing better if we focus on not just the technical aspects of a good landing, but the general decision making area such as not "forcing" a bad landing from a poor approach. Remember

that the nose wheel is not really part of the landing gear, it's the mains that are. Think of the nose wheel's purpose as mainly for steering on the ground. If it's been awhile since you've practiced take-offs and landings, or have practiced them in benign conditions only, grab a CFI and get 5 or 10 under your belt before practicing on your own. Be sure to bring up landing decision making with your CFI. It's funny how we will spend \$65 for an hour to "tune up" with a golf or ski pro when one has not golfed or skied for 4 or 6 months, but when it comes to spending \$35 an hour for a CFI to review landings after the same amount of time, we are reluctant to do so and therefore do our first few practice landing by ourselves. Thanks, and keep your nose wheel up and lower it gently!

#### **FLOATPLANE TEMPORARILY AT KENMORE**

Due to the Cedar River depositing sediments that have created a shoal blocking the floatplane base at RNT, we have temporarily moved the floatplane to Kenmore Air Harbor (1-800-543-9595). We're just at the minimum margin for getting it in and out and with the next round of rains it's expected to landlock the seaplane base the week this is written. It is stored on land at Kenmore and they will provide ins and outs for us, but please call them in advance to arrange. Also, cancel the drop if you choose not to go - they run a very tight schedule there at times and need the consideration, and call the BEFA office to let us know when you depart and when you arrive back. There are various plans in the works to move the sediments, with time ranges from a month to a year. With EPA, Army Corps of Engineers, City of Renton etc...., you can imagine the paper trail of arranging such an endeavour. We'll keep you posted as more information is made available. Check with your CFI to get particular operating advice and don't forget to land back at Kenmore! We don't want anyone abruptly ramming into the shoal at RNT which is only about 6 inches from the surface as of January 30th!

#### **BEFA FRIDAY NIGHT AT THE MOVIES**

We kicked off our BEFA Winter Aviation Movie series with Robert Mitchum and Robert Wagner in "The Hunters", a Korean War movie featuring the F-86 Sabre. Thanks to Larry Sarchin for providing his absolutely crystal clear projector and sound system for presentation of the DVD. It was even clearer than HDTV and looked great on our screen. Next up is "The War Lover" starring Steve McQueen in one of his early starring roles, again with Robert Wagner. It's an overlooked WWII movie featuring the classic B-17. It's interesting in its story line in that rather than dealing with the usual airman's fears of combat, it explores the problem of the few who thrived on it and how there is a fine line between being healthily aggressive and psychotic about it. It was filmed in the early 1960's so there were still plenty of actual B-17's in civilian use that could be used and it adds authenticity to the drama. Almost up to the level with "12 O'clock High" but definitely a very close second for this type of movie. We're tentatively looking at Friday, February 24th

at 6:00PM in the Renton Classroom for this movie. Keep your eye on Schedule Master's message board, or our web site which has our movie features.

#### **HOWARD WOLVINGTON FEATURED IN AOPA MAGAZINE**

Be sure to check out your January issue of AOPA Magazine, specifically page 82. Howard is photographed with AOPA Executive Vice-President Jeff Myers receiving the award for the longest flight to the AOPA Expo Convention in Florida. Good job, Howard!

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#### **GRIEVANCES/INCIDENTS:**

- 1/13/06 735LH - DOOR UNLOCKED.
- 1/15/06 54088 - GUST LOCK LEFT OFF.
- 1/23/06 704RY - OIL CAP APPEARED TO NOT BE SECURED TIGHTLY.
- 1/25/06 7568T - GUST LOCK LEFT OFF.
- 1/30/06 704GC - GUST LOCK FOUND MISSING

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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:

- Dayne Olmstead, Andrew Buesher (CFI), Bob Guthrie (CFI), Lis Demco (CFI), Mike (CFI) and Anna Sievers for invoice mailings.
- Bill Herzog for donating supplies.
- Daryl Hickman for making us a new dispatch board.
- Howard Wolvington (CFI), for picking up cylinder.
- Lori Bechtold for covering the front desk.
- Bob Guthrie (CFI) and Bob Ingersoll for picking up Mike Sievers at TIW.
- Larry Sarchin for setting up his DVD projector, computer and sound system for BEFA's "Friday Night at the Movies".
- John Scarce for his efforts presenting "Friday Night at the Movies"!

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#### **Volunteer Help Is STILL Needed**

BEFA has a regular need for volunteer help. Unfortunately, Boeing work demands are making it increasingly difficult to provide community service. BEFA has many needs and cannot satisfy them without member help. If you can contribute, please call the office to volunteer. Some of the things that require volunteers are:

- Aircraft washers needed.
- Helpers to assist the Crew clean the hangar up.
- "Yardwork" volunteers for the grounds needed.

- 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.
- Need an Electrician to file an electrical permit for our lounge
- Anyone with a lead for free or discounted use of a "Cherry Picker" please contact Wes.

If you can head up or help on any of the above projects please let Wes know. Your efforts are greatly appreciated!

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**From Your Safety Officer  
By Bob Guthrie**

We all believe currency is a good thing. Maintaining those skills that we worked so hard to learn will help keep us safe. Think about the next step, and consider the instrument rating from a safety point of view. Remember when you first learned how to stall an airplane in a turn in coordinated flight? The airplane tells the pilot that it can't fly in this position, so the nose comes down below the critical angle of attack, and the airplane continues to fly. Pure pleasure when you do it right. The private pilot skill is a wonderful thing and we get to do what most people can only dream about. Now consider the step up to an instrument rating. Weather becomes your constant companion. When clouds are low, freezing level is high, and the winds are within your personal limits, it is a great day to fly. All of us have flown from point A to point B for some time on course and altitude, but now your instructor wants you to make two and one half degree turns to hold course. That is a step up for most of us. Instrument pilots, consider the commercial license. You have all been able to land an airplane pretty close to the numbers, now you will learn how to land within 100 feet from the assigned point safely. Ground reference maneuvers will include a 50/55 degree bank descending spiral over an assigned point.

The cost is not small but the reward is great.  
Fly safely

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**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>

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**Classified Ads**

**FREE (!) GOLF CLUB MEMBERSHIP  
A full proprietary membership  
in the Twin Lakes  
Golf and Country Club.**

You can own a full 1/400 share of a beautifully maintained 18-hole championship golf course, including a remodeled club house, swimming pool, tennis courts, etc. Play unlimited golf, on an uncrowded course, without greens fees.

This also represents a significant investment opportunity. When there are people waiting to buy in, as there have been in the past, the price can (and did) go over \$20,000.

The asking price is truly zero – the seller will pay the initiation fee for you. You need only assume the monthly dues.

Contact Frank Marshall at (253) 838-1661.

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**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 phone menu*

**BEFA homepage:** <http://www.befa.org>

**Webmaster:** Chuck Malmsten [chuck.malmsten@boeing.com](mailto:chuck.malmsten@boeing.com)

**Officers and Staff**

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<b>Maintenance</b>	<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
<b><u>Everett</u></b>		
<b>Office:</b> No phones at this time in Everett. Please call RNT Office in an emergency, otherwise call Doug Jacobs or Oscar Naimi (phone numbers below).		
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<b>Safety Mgr:</b>	Mike Dubbery	Cell: 425-239-3630
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