

# ✈ 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> |
|----------------|--------------|-----------------|
| Robert Maynard | I            | RNT             |

### New Solos!

| <u>Name</u> | <u>Date</u> | <u>Instructor</u> |
|-------------|-------------|-------------------|
| Adam Dennis | 2/3         | S. Paulay         |
| Adam Hobbs  | 2/14        | W. Allen          |

### Congratulations!

| <u>Name</u>   | <u>Date</u> | <u>Rating</u> | <u>Instructor</u> |
|---------------|-------------|---------------|-------------------|
| Dave Richmond | 2/19        | Private SEL   | W. Allen          |

### Coming Events

| <u>Event</u>  | <u>Time</u> | <u>Date</u> | <u>Location</u> |
|---|-------------|-------------|-----------------|
| • <u>Aircraft Maintenance Team.</u><br>(Contact Walt Cameron) | 6-9pm       | TH          | RNT             |
| • <u>Board Meeting</u>  | 5:00p       | 3/17        | RNT             |

**From Your President**  
**By Frank Marshall**

**The Make-up of our Fleet:** Most of you are aware that our fleet consists of both BEFA-owned aircraft and leased aircraft, which have been purchased by private parties for “leaseback” to BEFA. People who choose to do this qualify for membership as Associate Members. Our fleet currently consists of 15 BEFA-owned aircraft and 4 leaseback aircraft.

There are a few changes, or potential changes, in the works. The owners of the Cutlass, 6121V, have announced their intention to sell it after it receives its rebuilt engine (now in work). Thus it appears it will soon be leaving the fleet, unless whoever buys it does so for a leaseback to BEFA. (If you’re interested, call the office for the details.)

Our bylaws set guidelines for the Board regarding the size of the fleet. The Association is required to provide at least one airplane for every 30 participating members, and “shall endeavor” to provide one for each 15 members. Currently, with 19 airplanes and 214 participating members, the ratio stands at 11.3, and will rise to 11.9 with the loss of the Cutlass.

On the other hand, we have been approached recently by someone interested in purchasing a very nice late model airplane for leaseback, so....stay tuned.

With regard to another of our leaseback aircraft, Duchess 2008E, unexpectedly high maintenance costs have caused the owner to increase the hourly rate to \$159. (The owners of leaseback aircraft set the hourly rates.) The new rate takes effect March 1.

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

| Aircraft  | Base Rate | Surcharge | Total Rate |
|-----------|-----------|-----------|------------|
| C150      | \$52.00   | \$5.61    | \$57.61    |
| C172      | \$68.00   | \$8.06    | \$76.06    |
| C172S     | \$75.00   | \$9.08    | \$84.08    |
| C172RG    | \$89.00   | \$8.06    | \$97.06    |
| PA-28-151 | \$68.00   | \$8.06    | \$76.06    |
| Citabria  | \$75.00   | \$8.06    | \$83.06    |
| PA-28R200 | \$89.00   | \$9.18    | \$98.18    |
| C182Q     | \$100.00  | \$13.26   | \$113.26   |
| C182RG    | \$105.00  | \$13.46   | \$118.46   |
| C172XP    | \$120.00  | \$7.75    | \$127.75   |
| BE76      | \$159.00  | \$19.38   | \$178.38   |

### BEFA February Events

**By Joe Kranak, BEFA Vice President**

February has seen a great deal of activity on the social and promotional fronts. First, our annual Crab Feed was held on February 18th, and then BEFA once again participated in the Northwest Aviation Conference the weekend of February 25th and 26th. Both events were very successful due in large part to the volunteers listed below:

Crab Feed Volunteers

- Shel Bentley
- Joyce Bentley
- Nancy Buckland
- Andrew Curtis
- Bob Guthrie
- Jennifer Kranak
- Judy Kranak
- Keith Pickerell

Crab Feed, continued

NWAC Volunteers

- Will Allen
- Mark Gaponoff
- Dawn Gidner
- Bob Guthrie
- Dave Jones
- Frank Marshall
- Rochelle Oslick
- Keith Pickerell

NWAC, continued

|                    |                    |
|--------------------|--------------------|
| Gary Pipkin        | Allan Reitan       |
| John Scearce       | Gordon Robinson    |
| Maynard Winchester | John Scearce       |
|                    | Dan Turlington     |
|                    | Austin Watson      |
|                    | Maynard Winchester |

The Crab Feed was well attended again this year. Freshly caught and prepared crab was transported directly from the source in Port Townsend. Special thanks go to Keith Pickereil who made this happen.

By all accounts, the NWAC was a great success as well. The BEFA booth attracted a large number of conference attendees including Bonnie Dunbar, former astronaut and current President and CEO of the Museum of Flight. Not only was our booth in an extremely favorable location this year, but the newly framed pictures of our float plane and Renton fleet really caught the eye. Thanks to John Scearce for not only securing our booth location, but also arranging with the AOPA and its photographer to allow us to obtain copies of the photographs they took last fall. The expertise and enthusiasm of our booth "staffers" resulted in a number of potential new members taking applications and membership information with them.

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## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### CHANGES AT THE TOWER

Many of us have been guided from RNT tower by Tim Bailey, a long term controller going back to when the tower was staffed by the FAA. Tim retired from the FAA when the tower went "contract" a few years ago and was hired by the contractor. He stayed on to help them through the transition, and then some. He called and wanted to express his pleasure with working with all of you and wishes us well. He is moving on to Sea-Tac Airport where he will head up a new ramp control facility guiding aircraft and vehicular traffic in the ramp areas to the taxi ways. The new tower has blind spots that have lead to problems and they have instituted this new ramp control program to better control that area.

### BEFA HANGAR BUILDING TO BE FIXED AND PAINTED

Some time this month work will start on replacing the metal skins on the hangar door in preparation for repainting of the entire building complex later this month or early April. Anyone who has some time to repair some of the wooden stairs and trim on the modular office building prior to the painting, please call Wes at 425-237-2332. We would also like to fix the light above the outside of the hangar door. The photovoltaic cell evidently no longer works and we would

like to install a new light fixture and cell. We should have a scissor lift available when we skin the hangar doors and that would be the time to do it. If anyone can help out on the light project, again please give me a call.

### BEFA FRIDAY NIGHT AT THE MOVIES

We had an excellent movie shown at the last BEFA Friday Night at the Movies, "The War Lover", with Steve McQueen and Robert Wagner. All the BEFA moviegoers attending were surprised that it was not better known and figured the title probably had something to do with it. We'll look to close the abbreviated but successful second BEFA winter movie season with either a WWI biplane movie, "The Blue Max", or a Robert Redford classic depicting the aviation era shortly after WWI, "The Great Waldo Pepper". This should be shown on Friday, the 24th of March at 6:00PM in the classroom at RNT.

We've been also kicking around the idea of maybe a summer movie or two with a simple barbeque under the stars this August, perhaps outside on the hangar wall. (We have to figure out how to get the light out that's outside above the hangar door though). We should have more information on this "BEFA MOVIE NIGHT UNDER THE STARS" in 3 or 4 months, if enough people are interested. Anyone who wants to oversee this event, please contact me.

### ENGINES

As you're reading this, the Citabria engine should be arriving here for installation. It had its engine test run at the rebuild shop in Oklahoma on the 28th of February. N54088 will be next in line. The core should be on its way to be built up by the time this newsletter arrives in your mailbox. We will probably install it sometime in May or June depending on usage of the plane.

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### GRIEVANCES/INCIDENTS:

- 2/6/06 5344K - Gust lock left off.
- 2/12/06 739BT - Pilot late in returning prevented following pilot to have time for his flight, pilot was later found to have been held up by U.S. Customs

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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:

- Ron Larson for fixing the broken hangar latch.
- Karen Stemwell (CFI) for various help around the office and operations.
- Lis Demco (CFI) for helping with the monthly mailings.
- Jim Goodnow, Alfred Mohoho, Doug Withers, Max Withers, Rochelle Oslick (CFI), Frank Marshall (CFI) and Fate Duncan , Ron Larson, Matt Smith, Walt

Cameron, Ernst Langhout for helping to scrub and clean the hangar.

- Dave Tsui and Simon Bromell for moving aircraft.
- Jim Goodnow for repairing our sink – thanks much.
- Mike Edwards for driving pilots and bringing back tac book.
- Larry Sarchin (non-BEFA member) for providing and setting up the equipment for the “BEFA FRIDAY NIGHT AT THE MOVIES”.
- As noted elsewhere in this newsletter, thanks to everyone who participated in putting the annual BEFA Crab Feed and General Membership Meeting together.

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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**

Thanks for flying safely these last two months. The Board noticed that I was not too busy so they assigned me the task of reviewing the TSA training. All the instructors are required to take TSA security awareness training, and once a year instructors and office staff have to take recurrency training. Thanks to Howard, I was able to find the instruction, which says we have to do the training but the TSA is not going to provide it. They do give a summary of what the training must include but they have caused so much confusion that the TSA has given us a one year reprieve. We must now finish the recurrency training by January 2007.

While looking at this requirement, I was reminded of one that will affect all of us who go on to a new rating. We must bring proof to our instructor that we are a U.S. citizen. A passport or birth certificate will do. The instructor then must endorse your logbook and his/her logbook. I know, I know, the government is here to help us stay safe.

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### **Flight to Kitty Hawk**

**By Matt Gianni**

During my Boeing business trip to Hampton, Virginia last month, I was able to get checked out in a Cessna C172 at Newport News and fly to Kitty Hawk and back, a very scenic 150 NM round trip. I thought I’d share the flight with any interested BEFA members.

It was a bright, but windy Sunday afternoon at Newport News / Williamsburg International (PHF), just west of NASA Langley / Langley AFB (LFI). The Newport News Class D airspace is about as busy as Renton, with a few regional airliners operating instead of Boeing production airplanes. Flight plans / briefings were handled by the Raleigh Flight Service Station and flight following would be available thanks to Norfolk Approach (ORF). In south flow, Newport News tower requests small aircraft to turn west after takeoff from Runway 20 for separation from airliners taking off from the longer Runway 25. The interesting reporting point 6 NM to the west is the “Dead Fleet,” one of the Navy’s mothballed or “boneyard” ship collections floating in the James River. I looked over all the vessels from 2000 MSL and still couldn’t spot the ballistic missile submarine “Red October” despite what Tom Clancy’s written.

From there, it was 20 NM south, over Billy Graham’s 1300 AGL evangelical transmission antennas to Hampton Roads Executive (PVG), positioned just north of the Great Dismal Swamp National Wildlife Refuge. This swamp covers 111,000 acres across the Virginia – North Carolina border, so it’s a good idea to keep to either the east or west of it in case of an engine failure. Despite good feelings after going over maintenance records, I was happy to see plenty of farmland around in case I suddenly became a glider pilot. History buffs may remember the Great Dismal Swamp as the most popular route for slaves gaining their freedom to the north on the Underground Railroad before and during the Civil War.

The next flyover point, 28 NM away was Elizabeth City Regional (ECG). The sectional chart listed “blimp hangars,” which I just had to see from the air. The sectional also contained the warning “Caution: Unmarked Balloon on cable to 3000 MSL,” so I was ready to look out for that! No blimps or balloons were flying that day, but the hangar and mooring towers were pretty cool (like those at Tillamook on the Oregon coast). After Elizabeth City, the Atlantic Ocean finally came into view. The razor-like look of the long, thin cape just off the coast became visible, laid out to the north and south as far as could be seen.

The last 21 NM to First Flight Airport (FFA) on the coast were very scenic. Seeing the waves crashing near Kill Devil Hill indicated a gusty approach might be coming up. The wind was generally out of the north according to the AWOS, so Runway 2 seemed the right choice. There was no one on CTAF, and I saw no aircraft on the field at all after turning base. The wind from the ocean creating vortices over the dunes made for a very bumpy ride on final, so I would call that first approach practice and decided on a go-around. The second time on short final was less bumpy but required most of the left aileron and right rudder to counteract a wind from the left for a wing-low landing.



*First Flight Airport (photo by Matt Gianni)*



*Aerial View of Wright Brothers Monument (photo by Matt Gianni)*

Back-taxiing on Runway 20, I had the whole transient aircraft parking area to myself. In between the bottom of the monument’s hill and the parking area, there’s a new Pilot Facility with restrooms and computers for accessing weather. Up the hill is the famous monument to the Wrights with likenesses of both Orville and Wilbur standing guard, as well as a nice view of the ocean. Standing there, I found out why the Wrights didn’t test in the winter – with the wind chill factor, it was below freezing despite the sunshine.



*Wright Brothers Monument (photo by Matt Gianni)*

The flight back to Newport News on a reciprocal flight plan was just as scenic as the flight south. The area of the entire route is depicted on the south side of the Washington sectional chart, far away from the now-notorious Washington D.C. ADIZ on the north side of the chart. I’ll bring this sectional to BEFA with me, so let me know if you’d like to see this monster, or the more tranquil route to Kitty Hawk.

**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.

**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>

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**Maintenance** ACE Aviation 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:** Brian Behrend Wk: 425-266-8155  
Cell: 425-280-1215

**Facilities:** Oscar Naimi Wk: 425-315-0566

**Safety Mgr:** Mike Dubbery Cell: 425-239-3630

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