

✈ 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>
Felix Caro	I	PAE
Thomas Howard	III	RNT
Frank Morine	I	RNT
Andrew Rerecich	II	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
John Hotchkiss	3/11	S. Paulay
Matt York	3/16	L. Demco
Eric Muintnan (?)	3/25	W. Allen

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Sean O'Meara	2/26	Instrument	Turlington
Dayne Olmstead	3/1	Private SEL	Buescher
Vince Butterfield	3/25	Instrument	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	4/21	RNT
• <u>Cirrus Open House</u>	10a-4p	4/22	RNT

From Your President

By Frank Marshall

Cirrus 20 Joins the Fleet: Talk about a fleet upgrade! We've just signed a lease for a new Cirrus SR20 G2. And I do mean "new": In what amounts to a delivery flight, its maiden voyage will be from the factory in Duluth, Minnesota to the BEFA ramp in Renton. It should be here by the time you are reading these words.

It is truly a state-of-the-art airplane, with composite construction, a "glass cockpit," and (for those nervous spouses) what Cirrus calls "a final level of defense" known as the Cirrus Airframe Parachute System (CAPS).

Even the feel of it when you first get in is unique. After climbing through the gull-wing doors, you'll notice luxury-car-style perforated leather seats and a leather-wrapped side-yoke, throttle and grab handles.

The glass cockpit involves a full-color 10.4" flat panel Primary Flight Display showing all critical-to-flight information in a format designed to be intuitive and easy to interpret. Another 10.4" Multi-Function Display provides engine monitoring for power, range and fuel flow management plus information for route planning, weather, terrain avoidance, IFR approaches, and checklists. In addition it will have a flight director and twin Garmin 430 GPS units coupled to a full two-axis S-Tec autopilot.

Its performance is also impressive. With a 200 HP Continental engine and a 3,000 lb. maximum gross weight, it can cruise at 156 knots TAS. That suggests some outstanding aerodynamic properties.

"OK," I can hear you saying, "but (a) how could I ever afford to fly an airplane like that; and (b) how will I ever learn how to use all that fancy avionics."

Well, we gotcha covered. The new owner, who is buying it specifically for leaseback to BEFA, has elected to price it very "aggressively" to encourage its use. The base rates will be \$113 per Hobbs hour on weekdays, and \$133 per Hobbs hour on weekends and Boeing holidays. (He must use Hobbs hours since it has no tach!) Fuel surcharges will be added as appropriate using the same formulas we use for the rest of the fleet. That ends up being barely half the going rental rate for an airplane like this.

Regarding the need for specialized training, virtually all of us, including the flight instructors, are in the same boat. Three of our senior flight instructors will receive intensive training from a Cirrus factory trainer during the first week of April. These "trainers of the trainers" will then immediately launch a course to spread the flight instructor training throughout our instructor corps. This should happen fairly quickly, and at that point you will be able to contact your favorite instructor and request the required Cirrus training.

The Safety Officer and Operations Officer are working now to establish the operating rules, flight experience requirements, and training requirements appropriate for this airplane.

Open House: If you'd like a chance to take a look at it, it will be on display at an Open House from 10:00 AM to 4:00 PM on Saturday, April 22. It will be hooked up to a ground power unit so you can get a feel for the glass cockpit. Instructors will be available to answer questions, and we plan to have the old BBQ grill fired up to help provide visitors with some sustenance.

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

Aircraft	Base Rate	Surcharge	Total Rate
C150	\$52.00	\$6.77	\$58.77
C172	\$68.00	\$9.72	\$77.72
C172S	\$75.00	\$10.95	\$85.95
PA-28-151	\$68.00	\$9.72	\$77.72
Citabria	\$75.00	\$9.72	\$84.72
PA-28R200	\$89.00	\$11.07	\$100.07
C182Q	\$100.00	\$15.99	\$115.99
C182RG	\$105.00	\$16.24	\$121.24
Cirrus weekdays	\$113.00	\$14.76	\$127.76
Cirrus Sat/Sun/h'day	\$133.00	\$14.76	\$147.76
C172XP	\$120.00	\$9.35	\$129.35
BE76	\$159.00	\$23.37	\$182.37

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

BACK IN THE SADDLE (or pilot's seat)

Been awhile since you last flew? Getting that itch to fly but need some help reaching it to scratch? BEFA will be offering a mini ground school to brush up on everything from weather to performance charts, cross country planning to Federal Air Regulations and everything in between. This is designed for student pilots who have been on a break from training to rated pilots who want to get back in the saddle after a layoff, and need a brush up. We are looking at a 5 to 6 class, 2 hour to 2.5 hour per class refresher to get you comfortable with some of the areas you want or need to get back up to speed in again. We hope to have a variety of CFI's teaching the classes to expose you to a variety of styles. Hopefully you'll take the opportunity to hook up and start flying with them to acquire your currency again, or finish your Private Pilot Rating. We'll provide more specific information very soon. If you're at all interested let the office know and we'll get back to you with dates and times when they are established.

PLUMBING HELP NEEDED

Anyone who can assist in inspecting the men's room toilet please see Wes.

FACILITY UPDATE

It's been a very busy period as we gear up both planes and facilities for the upcoming spring/summer. Thanks to Tim Veryioglou, Lannie and Harlan Zentner, Bob Young, Bob Bumpous, Keith and Jim Shearer, Maynard Winchester, Matt Smith, Ron Larson, Rob Wilson, Walt Cameron, Mark Gaponoff and anyone else we missed, for helping with their time and talent to fix our hangar door and start the install of the windows in the BEFA Pilot Lounge the weekend of 3/18.

On 3/31 we had a welder fix cracks in a few of the hangar door joints and channels. He will next repair our poor, often damaged latches, (make sure they're unlatched before raising the door!), and install new pulley/brackets. Tim Veryioglou, Matt Smith and Ernst Langhout finished corrosion painting of the upper frame of the bi-fold doors. The door skins are

hopefully being hung today, (4/1), (we're a little short of help) completing that portion of the facility repairs. A large scissor lift was rented and delivered to help in the work.

The painting of the facilities has started with the contractor pressure washing all the buildings on 3/24. There will be caulking and taping, followed by the painting sometime within the month of April. There are some areas on the office building that need wood repairs, if anyone can help out soon please let us know.

After the facility painting comes the surface sealing and top-coating of our ramp area. This will require repositioning of our aircraft and some volunteer help may be needed for that.

Lastly, our pilot lounge has 2 of the 3 east facing windows installed, opening up a great view of the runway. The group did a very professional job and it looks great. Next, we hope to get the north facing windows installed soon, then finish the electrical work. After that, we can start the fun stuff of framing, sheet rocking and finishing the room. If anyone has a solid core sound proof door, please let us know.

SPRING IS IN THE AIR

A quick reminder, We're seeing the sun set later and later, and with Daylight Saving Time starting it's wise to keep in mind your night currency per 61.57(b). The longer you go into the Spring/Summer, the later you have to stay up to meet the landing with passenger currency requirements.

AIRCRAFT UPDATES

The big news of course is BEFA's leasing of a brand new Cirrus 20. It's well covered elsewhere in this newsletter, so on behalf of all of the BEFA family, I'd like to welcome the owner, Ken Sain, to our Association. We look forward to working together with him to make this wonderful plane a success here. Great efforts were also made by Frank Marshall to wrap up this lease contract in time for Ken to get an excellent deal on the plane. We'll be in good hands with Howard Wolvington, Jack Yager and Norm Craven as the initial focal CFI's on the training of this Technically Advanced Aircraft.

The floatplane is back from its lengthy annual and the float dock area is clear.

N54088 just went in for its annual and an engine cylinder was found to be failing. As it's very near its TBO we decided to go ahead and install a planned rebuilt engine a bit early. Coincidentally, our spare D2J engine core had just been sent out for rebuild in anticipation of "re-engining" 088 in about 140 hours, so the engine rebuild is in the process and should be back for install around mid April. Ace is finishing out a much needed extensive "firewall forward" (new or refurbished mounts, baffles, hoses etc...) type engine/annual on 088 in the mean time, so it will be ready when the engine arrives. The last "firewall forward" type job on it was done in the late 1990's.

36339's engine showed up and is being installed. Just before 088's engine diagnosis, we decided to go ahead and open it

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up for an annual that is normally done in July. We decided to "recycle" this annual to a less intrusive time to not intrude on the summer flying. We shot ourselves in the foot though with this strategy when 088's annual/engine showed unanticipated problems. Tie that in with 733XW's annual, two other routines and our usual squawks, and things are stacking up a bit. Hopefully 339'er should be ready also by early to mid April sometime. We're basically front-loading more work, hoping to have the fleet ready to go for the good spring/summer weather.

At PAE, 8326U's annual is near completion, if not already done by this writing. A new right door panel and right window were installed, as we happen to have them in our stock room at RNT. A new windscreen and left window have been ordered and will be installed at the next routine maintenance.

CITABRIA PILOT CURRENCY

The following is an important note from one of our aerobatic CFI's, Will Allen:

The Citabria will be coming back on line soon, and with a new engine it will be in a break-in period for up to 25 hrs. That means cross-country type flying only, and no touch and goes, maneuvers etc....

With the plane being down so long, there is a good chance that most of us tail wheel folks are out of the BEFA 6 month currency required to fly the Citabria. So how can we fly off the cross country time if we can't do touch and goes to get current? Well... how about a go in the Super Decathlon?

There has been a temporary exception made to allow BEFA tailwheel members to do their 6 month checks in the Super Decathlon. It will be available at a discount to BEFA members of \$110/hr hobbs, which is \$25/hr off the regular rate. This rate will be effective until the engine restrictions are lifted from the Citabria. Then you will be current to fly the Citabria for cross country trips at a temporary discount of \$53/hr to help fly off the restriction.

To find out more details and get your 6 month check done, see Will Allen or Rochelle Oslick. Thanks - WILL ALLEN

CIRRUS OPEN HOUSE

As Frank stated in his article, we'll be presenting our Cirrus at an Open House here at Renton BEFA from 1000 to 1600 on Saturday, April 22nd. Stop on by for a hamburger or hotdog which we'll be cooking up, take a look at the state of the art in General Aviation, and talk to the CFI's who will be instructing in it here at BEFA.

GRIEVANCES/INCIDENTS:

- 3/1/06 4801D: Gust lock left out in strong wind.
- 3/6/06 - Gust lock left out, found between the seats.
- 3/8/06 733XW: Flaps were left in the 10 degree position after postflight.
- 3/28/06: Fuel measuring tube found on ramp.

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:

- Lis Demco for helping with stuffing the invoices.
- Dan Turlington for donating supplies.
- Tim Verioglou for donating really nice fridge to BEFA
- Norm Craven for donating supplies.
- Phil Garner for donating supplies.
- Daryl Hickman for repositioning 32521.
- Harlan Zentner for donating windows for the pilot lounge.
- Dan Guillaume got donating propane tank.
- Travis Nelson & Rochelle Oslick for work on the Citabria flight manual.
- Maynard Winchester for picking up and delivering the windows.
- Lannie & Harlan Zentner, Bob Young, and Rob Wilson for installing the windows in the lounge.
- Tim Verioglou, Matt Smith, Bob Bumpous, Walt Cameron, Keith and James Shearer, Maynard Winchester, Ron Larson, and anyone else who helped on the hangar on Saturday the 18th, and Mark Gapanoff for his trailer and disposal service.
- Daryl Hickman for transporting parts to PAE BEFA.
- Matt Gianni for repositioning plane.

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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.
- 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.

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Deleted: <#>Painters to accomplish the upcoming repaint of the facilities' exterior.¶

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**

Spring is here, but it has been a hard winter to keep current, so please start the flying season with care. Speed and pitch control are most important to your making the landing work out the way you always planned it. The Citabria pilots know for sure if they do one or the other wrong, the airplane leaps back into the air, and we go around. The 182 pilots who carry a little (5 or 7_kts) too much speed don't always land long - sometimes they land hard and Wes has to fix the gear. Then we all suffer waiting for the machine to come back on line. The 150/172 pilots have to be concerned about that nasty cross wind out of the East. Should you crab or side slip? I prefer the side slip, but the way you were taught takes practice, so if it has been awhile, get an instructor and go around the patch a few times to get your groove back before you try the short, narrow fields.

PINCH HITTER CLASS

We will have the popular pinch hitter course this spring. Watch for the sign up sheet for schedules, and bring your flying partner up to speed.

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://www.schedulemaster.com>
or

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

Officers and Staff

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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
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