

✈ 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>
Jeff Clark	I	RNT
John Howgate	III	RNT
Matt Lauterbach	Affiliate	RNT
John Parrott	II	RNT
Ken Sain	III	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Diana Klug	4/2	Demco
Cameron Raspet	4/24	W. Allen

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Simon Bromell	4/4	Private SEL	Demco
Chris Vegter	4/5	Instrument	Guthrie
Darryl Hickman	4/11	CFI	Yager
Ken Paoletti	4/21	Instrument	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>Board Meeting</u>	5:00p	4/21	RNT
• <u>CFI Meeting</u>		6/14	RNT

From Your President By Frank Marshall

Summer on the horizon: Finally! There are signs of summer flying weather beginning to appear. We are trying to whip both our fleet and our facility into shape in preparation for it.

The Fleet: Wes has done a good job of trying to shift the major maintenance items that cause extended down time into cycles that keep the down times out of the middle of the summer flying season. Thus the Citabria now has its new engine, and has just about completed the break-in period. 54088, which was approaching its deadline for an engine

overhaul, is now having a complete firewall-forward overhaul done. 735LH will soon be getting a new engine, and the avionics are being updated by Honeywell.

Then, of course, there is the new Cirrus. It is now on board and available for scheduling. And it is not just for the instrument-rated folks. The minimum requirements for flying it are just a private pilot's license, 150 hours of experience, and completion of the BEFA transition training, or equivalent.

We now have a group of CFI's ready to provide the transition training. Howard Wolvington and Jack Yager are our two "Cirrus Standardized Instructors." (There are only four CFI's in the Seattle area who have earned this certification from Cirrus, so we are lucky to have half of the area supply.) They will be our BEFA Cirrus check pilots.

In addition to those two, by the time you are reading these words the following group of BEFA CFI's should all be just about finished with their training as BEFA Cirrus instructors, and will also be available to provide the transition training:

- Norm Craven
- Bob Guthrie
- Doug Kirby
- Frank Marshall
- Mike Sievers
- Dean Whiting

(I would like to offer a big "Thank you" to Howard and Jack, who have donated their time to create this cadre of Cirrus instructors.)

I think you will find the airplane is a delight to fly. The two-axis autopilot alone is worth the price of admission. It can not only track the course you've programmed into a GPS (flawlessly leading the turns so you roll out perfectly centered on your next leg), but can simultaneously climb or descend at a specified vertical speed to a specified target altitude (without undershooting or overshooting, of course). You are still responsible, though, for managing the throttle and mixture, and keeping enough right rudder in on those climbs.

Like our other autopilot equipped aircraft, you can also put it in "heading" mode, and lead it around by the nose with the heading bug.

For you instrument-rated folks, you will find it can fly fully coupled ILS approaches, tracking the localizer while it

descends on the glide slope at the same time (and make you envious of the precision with which it does it).

The Facility: We are in the process of taking care of some long deferred maintenance. As noted by Wes in this newsletter, we owe a tremendous debt of gratitude to the people who donated their time to rebuilding our hangar door. After some welding repairs to the framing, it has received new corrosion resistant paint, new insulation, and new skins. This was no small job!

We are currently exploring a way to put an interlock in the latching mechanism so it cannot be inadvertently powered up when the latch is engaged. In the meantime, please get help from Wes or a CFI if you need the door opened or closed and haven't yet been instructed on how to do it. (Hopefully, we won't get to the point of requiring logbook endorsements for hangar door operation!)

Next up: repainting the exterior surfaces of the hangar and offices (which will probably be completed by the time you receive this newsletter) and resealing the blacktop on the apron.

You may also want to keep your eye on the upstairs room behind the classroom, which is gradually being converted into a pilots' lounge, with a sweeping view of the runway. This is also being done with voluntary labor (and in many cases donated supplies).

BEFA Volunteers: I am often asked (and the editor of the AOPA Pilot Magazine article on us tells me he has received many similar inquiries) how we can possibly afford to operate the way do, with the rate structure we have. The answer obviously lies in the spirit of volunteerism of our membership, referred to a number of times in the article above (which didn't even get to Walt's maintenance crew). It is that attitude that really makes our organization what it is, and I thank everyone for their efforts on BEFA's behalf.

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

Aircraft	Base Rate	Surcharge	Total Rate
C150	\$52.00	\$7.65	\$59.65
C172	\$68.00	\$10.98	\$78.98
C172S	\$75.00	\$12.37	\$87.37
PA-28-151	\$68.00	\$10.98	\$78.98
Citabria	\$75.00	\$10.98	\$85.98
PA-28R200	\$89.00	\$12.51	\$101.51
C182Q	\$100.00	\$18.07	\$118.07
C182RG	\$105.00	\$18.35	\$123.35
Cirrus weekdays	\$113.00	\$16.68	\$129.68
Cirrus Sat/Sun/h'day	\$133.00	\$16.68	\$149.68
C172XP	\$120.00	\$10.56	\$130.56
BE76	\$159.00	\$26.41	\$185.41

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

WISH I DIDN'T DO THAT!

When I was first learning to fly, I remember one of the first things my CFI told me to do was, as soon as I open the door to the plane to also open the window. That way, if I were in Aardvark, Nebraska at a non-tower airport with no one around and the wind blew the door shut with the keys inside and the door latch fell down or whatever....., well, you get the picture. While I don't exactly recall, I'm guessing it happened to him once. I've always passed that on to my students, and it bears repeating again. We've actually had two incidents this last month where this happened (fortunately not in a place like Aardvark, Nebraska) and one of them caused a bit of an inconvenience since it was not here at RNT. The common phrase in aviation to "always leave yourself an out" applies not only in the air, but when you're on the ground as well!

CIRRUS OPEN HOUSE

If we gauge the success by the number of hamburgers and hotdogs we went through at the Cirrus Open House, I'm guessing it was a successful event! Thanks to all who attended and helped out.

FRASCA SIMULATOR

Gas prices got you down literally? Don't forget a great way to stay in tune for your instrument flying skills is the Frasca 141 we have here. At \$29 an hour, it's a great, inexpensive way to stay in shape. Work with an instructor or have an approved CFI check you out in its operation and fly the approaches yourself.

HANGAR DOOR DONE (and other things)

Thanks to everyone again for helping on the hangar job last month and this month. Matt Smith, 2005 Member of the Year needs to be mentioned again for his efforts in some miserable weather closing this project out. He led the group in finishing up the hangar door, and was out by himself one day to complete the task. Shel Bently, Charles Manry, Ken Sain, Rochelle Oslick (CFI), Rob Wilson, Mark Gaponoff, and Tom Forbes contributed much time this month to finish it, too. Thanks again to last month's volunteers, Tim Veryioglou, 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. The BEFA members owe much to the volunteers who do this type of work, which saves the members much in operating expenses.

Also a big thanks to Jeffrey Pelton, Marc Gaponoff, and JD Plumbing for fixing the toilet in the men's room, good job! Also thanks to Daryl Hickman for fixing our split and wobbly stairs front stairs.

MOWING AND WEED WHACKING

Yup, that time of year again, volunteers needed to cut and whack the BEFA jungle. Please call the office.

GRIEVANCES/INCIDENTS:

- 4/1/06 4801D - Fuel dipstick gone.
- 4/11/06 41896 - Pitot cover disappeared for 2nd time in two weeks, 2 BEFA headsets found in back of plane.
- 4/14/06 Pitot cover found in outside green garbage can.
- 4/15/06 435SP - Flaps left in down position.
- 4/21/06 704RY - Master switch left on, fortunately battery was not dead yet.

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:

- Matt Smith, Walt Cameron, Shel Bently, Charles Manry, Ken Sain, Rochelle Oslick (CFI), Rob Wilson, Mark Gaponoff, and Tom Forbes for finishing off the hangar door job this month.
- Tim Veryioglou for picking up pilots.
- Will Allen (CFI) for moving planes.
- Mike Sievers (CFI) and Kevin Daly for dropping off key.
- Shad Pipkin and Sean O’Meara for helping staff with stuffing the invoices.
- Shad Pipkin for picking up pilots.
- Eric Shutten and Tom Miranti for helping out on the Cirrus Open House day.
- Jorge Zender for donating a refrigerator to the office.
- Jeffrey Pelton and Mark Gaponoff for replacing the toilet flange and resetting the toilet. Thanks much to JD Plumbing (who you should use for all your plumbing needs) for parts!
- Daryl Hickman for repairing the office stairs

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.

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

A note of caution regarding Schedulemaster: Like me, several of our instructors give lessons on privately owned planes. It is important to make personal contact with the instructor that you would like to fly with before you schedule a lesson.

Spring is here, the weather is getting better, flying is on the increase. Have you read that Scott Crossfield (aviation pioneer and X-15 test pilot, who was the first to fly above Mach 2) crashed? It looks like a spring storm got him. Personal minimums are very important to your long term safety. If you don't have them, this is a very good time to develop one that is suited to your ability. Just remember that ability alone is not enough. Judgement is a necessary companion.

The second CFI meeting of the year was scheduled by a vote of the instructors who attended the first meeting. Wednesday June 14 was the date preferred by the majority of the voters.

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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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).		
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