

# ✈ 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>
Joseph Edwards	III	RNT
Mark Jenkins	I	RNT
Brian Jones	II	RNT
Yenew Kassaye	I	RNT
Gabe Miller	I	RNT
Damian Monda	I	RNT
Joe Sharp	I	PAE
Johnny Summers	Service	RNT
Paul Wagner	I	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Anh Nguyen	5/20	L. Demco

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Travis Dalke	5/2	Private SEL	Allen
Shad Pipkin	5/6	Comm MEL	Wolvington
Alfred Muhoho	5/10	Private SEL	Behrend
Doug Johnson	5/31	Private SEL	Allen

## 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	6/16	RNT
• <u>BCA Renton Family Day</u>	10-4	6/11	RNT
• <u>CFI Meeting</u>		6/14	RNT
• <u>Bath &amp; BBQ</u>		6/24	RNT
• <u>Clayton Scott Field Ceremony</u>		7/15	RNT

## From Your President

By Frank Marshall

**Renton Airport activities:** Last month in these pages I noted the activities we have underway to spruce up both our fleet and our Renton facilities for the summer. (The next time you do a pre-flight on 54088, take a good look inside the cowling wherever you can get a peek. It's a thing of beauty,

all new from the firewall forward and looking clean enough to eat off of right down to the last baffle and hose clamp.)

The airport management is undertaking similar steps for the airport, with particular attention being paid to improving the appearance of the south entrance just east of the Runway 33 blast fence.

In addition they chose to honor Clayton Scott, former Boeing chief production test pilot for nearly three decades, by naming the field Clayton Scott Field last year on the occasion of his 100th birthday.

There will be a convergence of those two activities next month in opening ceremonies for the new entrance. The entrance will include a life-size bronze sculpture of Clayton Scott, which will be unveiled as part of the ceremonies. This will occur on July 15th, his 101st birthday, and I expect he will be in attendance.

For those unfamiliar with his career, he was the first commercial pilot to cross the Gulf of Alaska (1929), William E. Boeing's personal pilot, and Boeing's chief production test pilot from the time the production lines were producing 247's to the time they were producing 727's, and the military lines were producing everything from B-17's to KC-135's. He is believed to have flown more B-17's than anyone else in history.

The replica of the B&W, Boeing's first aircraft, which is hanging in the Museum of Flight, was built (and flown!) by Clayton Scott after he retired from Boeing.

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

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
BE76	\$159.00	\$26.98	\$185.98
C150	\$52.00	\$7.81	\$59.81
C172	\$68.00	\$11.22	\$79.22
C172RG	\$89.00	\$11.22	\$100.22
C172SP	\$75.00	\$12.64	\$87.64
C172XP	\$120.00	\$10.79	\$130.79
C182Q	\$100.00	\$18.46	\$118.46
C182RG	\$105.00	\$18.74	\$123.74
Citabria	\$75.00	\$11.22	\$86.22
Frasca-M	\$29.00		\$29.00
Frasca-NM	\$39.00		\$39.00
PA-28-151	\$68.00	\$11.22	\$79.22
PA-28R200	\$89.00	\$12.78	\$101.78
SR20-WD	\$113.00	\$17.04	\$130.04
SR20-WE	\$133.00	\$17.04	\$150.04

("M" and "NM" refers to members and non-members, and "WD" and "WE", to weekdays and weekends and holidays.)

## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### KEY REMINDER

Please remember, whether you are at PAE or RNT, to let the staff know if an aircraft key is missing. What happens is someone walks off/misplaces/loses the main key in the tach book, the next pilot discovers it's gone, gets the spare key and puts it in the tach book, but forgets to tell anyone. Then, when that spare key "disappears", we have no other keys and the plane is grounded.

### PILOT LOUNGE VOLUNTEERS NEEDED

We now have the north windows needed to complete that phase of the pilot lounge project. I know with the big hanger door project combined with your home "to do" list people are getting tapped out, but if anyone has the time to install these final windows, please let me know which day works for you. We also still desperately need an electrician to file the permit for some extra sockets, then after that we can start putting up the walls!

### HOT WX REMINDER

Most of us are familiar with the "Cold WX Ops", but few think about "Hot WX Ops". A couple of things to remember as things heat up:

- The avionics stack gets very hot particularly during taxi type ops and this takes quite a toll. Turn off avionics equipment that you're not using in the air and **particularly** on the ground. Transponders are typically the hottest pieces of Avionics; keep it off until needed.
- Don't run the oil at the low end. The more oil available to circulate, the more opportunity for heat disbursement which will keep the engine cooler.
- Watch for fuel vapor lock, particularly on the injected engines.
- It's easy in the summer to over prime and flood the engine. If the engine is hot or warm, it will probably fire without priming.
- After engine shutdown, some pilots will open the engine oil access door to let the hot air convect up and out, cooling the engine off quicker and making their next start easier.
- Engines run rich in the summer, so sparkplug loading becomes a more frequent problem. Pay attention to proper leaning procedures in the POH, and remember to do the lean burn-off to keep the carbon and coke deposits at a minimum on the plugs.
- Conversely, if the engine is running too hot, adjust a bit "richer" mixture to cool the engine down. Remember to also lower the nose for a shallower climb to get more air flowing over the cooling fins.
- Wheel strut seals start blowing out with the hot WX.

Inevitably when we get our first 85 degree plus days, a few planes usually will start to blow their struts.

- Don't forget to keep proper inflation levels in the tires!!!
- Keep an eye out for fog. Weak, moist onshore pushes often develop after a hot spell bringing in fog, particularly early in the summer. Also, it can be nice and clear for that early morning pre-sunup flight and then the fog will come in shortly after sunup.
- And..... Thunderstorms - even Scott Crossfield was not immune to their disastrous consequences, as we recently read. Just forget even thinking about challenging them.

### REQUEST FROM THE TOWER

When told by the Renton Tower to "fly straight out" while on the upwind leg, please do just that - continue on the centerline; don't angle off, particularly in northbound flow. For instance, **do not** angle up the East Channel of Lake Washington when instructed to "continue your upwind, I'll call crosswind", go straight out the centerline. If you go over Mercer Island, so be it. You could be cutting off crosswind traffic, or worse.

### BEFA LOCKERS

If you're using one of the green BEFA lockers in the food room at the RNT facility, please take a few minutes to put your name on a piece of tape and put it on the locker door you're using. We need to inventory what lockers are being used and which ones are not. Thank You.

### NEW FUEL STRAINERS FLEET WIDE

We have purchased a new type of fuel strainer and are installing them in all our aircraft. We've been testing them in select planes up until now and they appear to be working OK. The approved strainer is similar to the older type we used, except it has a second part that is attached to the standard strainer after the fuel sample is taken. This second part contains a micro-screen designed to strain contaminants out of the fuel sample. Once this second attachment is placed on the standard strainer opening, you can then pour the fuel sample directly back into the fuel tank rather than placing it in the red containers, after determining the sample contains the proper fuel. The water/debris will remain trapped in the secondary screen part. The process is:

1. Detach secondary part containing micro screen filter from the normal type main sample tube, then close the small cap on this filter attachment to help keep it clean.
2. Sample as you normally would with main sample tube.
3. Inspect normally for contaminants/proper fuel.
4. Snap the small cap back off, and attach the micro screen plastic part onto the top of the strainer.
5. Open the large cap covering the screen of the now-attached filter portion. Pour sample contents back into fuel tank. Solid contaminants and water should be retained by the

micro screen within the secondary attachment. Remember to pour the water out of the device.

6. Snap the large top cap back on, to keep outside contaminants away from the filter screen.
7. Replace unit, with the secondary filter attachment secured on it, back in the seat pouch.

The potential problems are that the smaller secondary piece may get misplaced or inadvertently stuffed in one's flight bag. We lose the normal fuel strainer part often enough, (as well as checklists, key's etc...!), so the smaller secondary filter part seems a likely candidate for this to occur, please avoid inadvertently tucking this in your flight bag or misplacing it. The other possible problem is that the caps covering the ends of the new filter portion are secured to the receptacle by a plastic strap that may over time weaken and snap off.

**BEFA BATH & BAR-B-QUE**

At the time of this writing, it looks like Gary Pipkin will once again graciously step up to the plate with his family to organize the BEFA Bath and Bar-b-que. This is a huge undertaking and one family cannot do it all. I urge you to please contact the BEFA office at (425) 237-2332 and leave your name, phone number, and e-mail address. It's planned to be on June 24th. As usual, a delicious bar-b-que is provided. You'll find this to be not just a work day, but a great social event and chance to get to know your new fellow BEFA pilots and greet old friends, as well.

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**GRIEVANCES/INCIDENTS:**

- 5/11/06 – 41896: control lock not secured.
- 5/17/06 – 41896: fuel sampler missing.
- 5/30/06 - 735LH: Control lock left off.
- 5/30/06 – 78440: Pitot cover and control lock left off.

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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:

- Greg Soter for repositioning planes.
- Greg Soter for taking on the C-150 new cowl a big thanks!
- Bill Bovard for replacing spare keys for the Everett planes.
- Brian Heath for helping with the hanger door, my apologies for missing him in the last newsletter.
- Daryl Hickman (CFI) for moving 32521.
- Brian Behrend for helping to watch over the PAE operation.

- Jim Goodnow for filling oil bottles.
- Travis Nelson for weed-whacking our jungle.
- Bill Bovard for helping sort out our missing spare keys for the PAE planes and installing the new extra sets in the log books.
- Daryl Hickman (CFI) for repairing/replacing the stairs and also the breezeway railing.
- Bruce Barnes for generously donating money to purchase the expensive replacement GPS software that disappeared from our BEFA library.
- Harlan Zentner for getting our Building Permit extension for the pilot lounge project
- Maynard Winchester for picking up and delivering the rest of the pilot lounge windows.
- Doug Jacobs for delivering the C-172 windscreen from PAE to RNT.
- Daryl Hickman (CFI) for filling oil bottles and other helpful jobs.
- Jack Yager (CFI) for repositioning airplanes.
- Bob Guthrie for repositioning airplanes.
- Ernst Langhout for fixing 68T's lock, on an off-Crew day.

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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.
- Need an Electrician to file an electrical permit for our lounge
- Someone to put a new top on the picnic table located on the ramp.

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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**BCA Renton Family Day**

**By Joe Kranak**

The BCA Renton Division will be hosting a Family Day and Open House on Sunday, June 11th. Access to all Boeing employees and their guests will begin at 10:00am and continue to 4:00pm. BEFA will have a booth where we will be providing membership information and answering

questions. We will also have the Cirrus and possibly the Citabria on static display. BCA has agreed to supply power, so the Cirrus PFD and MFD will be available for viewing while on display.

Our goal is to have at least two, and preferably three BEFA members for each of the three, two-hour shifts. At the moment we need three more volunteers to meet the minimum requirement. If you can help out, please call Joe Kranak at (206) 856-7948 or e-mail him at [joe.kranak@boeing.com](mailto:joe.kranak@boeing.com). You can also call the BEFA office or sign up on a form located in the Renton office.

**From Your Safety Officer  
By Bob Guthrie**

Good weather is here, I think. If you haven't started to practice, start now, at your kitchen table. What? How about landings? Short field, you can simulate a good one by choosing a spot on the runway, I like the 1000 foot marker, set it down on the centerline, on the big white stripe. Repeat that several times, then go to your favorite short field. Mine is Monroe, but there are several good ones to choose from. Then soft field, Harvey is open in the summer, but make sure you use the right equipment. We don't allow some of our planes to operate off of soft fields. Then you have off airport landings. I think this is a mind game that you should play every time you fly. My favorite is that famous "we are in a valley and there is no place to set it down". The Army round the world flyers proved that you can land uphill, stalling the plane into the top of the trees and walk away. Same technique should work in corn fields, think about it as you fly, and fly safely.

**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>

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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

**Membership/Communication:**  
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