✈ BEFA Newsletter ✈

BEFA: Phone (425) 237-2332, M/S 94-35 840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

Name	Class	Location
Sean Cargill	**I**	**RNT**
Richard Gaffney	**Associate-HI**	**PAE**
Chintan Gandhi	**I**	**RNT**
Trina Gustafson	**I**	**RNT**
J. Erick Johnson	**I**	**RNT**
Edith Kimball	**I**	**RNT**
Gerald Kuinge	**I**	**RNT**
Pete Neumann	**III**	**RNT**
Richard Putnam	**III**	**RNT**
Michael Reilly	**I**	**PAE**
Andrew Sachs	**III**	**RNT**
Rod Stratton	**I**	**RNT**
Leonhard Striz	**Affiliate**	**RNT**
Daniel White	**III**	**RNT**
Anders Wiggum	**I/Family**	**RNT**
Kurt Withnell	**I**	**RNT**
William Youngk	**I**	**PAE**
Jerry Zayic	**Family**	**RNT**
Sarah Zayic	**I**	**RNT**

Congratulations!

Name	Date	Rating	Instructor
Shad Pipkin	**6/3**	**Comm SES**	**Wolvington**
Neil MacDougall	**6/3**	**Private SEL**	**Demco**
Eric Grant	**6/5**	**Private SEL**	**Yager**
Kevin Daly	**6/7**	**Private SEL**	**Sievers**
Chuck Malmsten	**6/14**	**Instrument**	**Davis/Sievers**
Michael Edwards	**6/15**	**Private SEL**	**Demco**
Zuber Osmanbhoy	**6/22**	**Private SEL**	**Demco**
Kenichiro Honda	**6/22**	**MEL**	**Wolvington**
Diana Klug	**6/24**	**Private SEL**	**Demco**
Jim Goodnow	**6/24**	**Instrument**	**Kirby**

Coming Events

Event	Time	Date	Location
• *Aircraft Maintenance Team*. (Contact Walt Cameron)	6-9pm	TH	RNT
• *Board Meeting*	5:00p	7/21	RNT
• *Clayton Scott Field Ceremony*		7/21	RNT

From Your President
By Frank Marshall

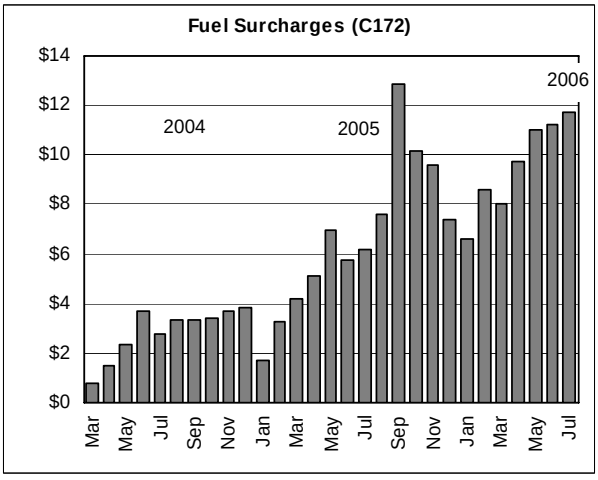
Fuel Surcharge History: – As we pass the midyear point, I thought there might be some interest in taking a look back at what has happened to the price of fuel since we began using a surcharge to recoup our excess fuel expenses.

As you know, our base rates include an allowance for fuel costs, based on the average gallons-per-hour consumption rate of each airplane and a nominal price per gallon for fuel. The surcharge is the product of the same average consumption rate and the excess cost per gallon over and above the nominal rate.

The only flaw in this process is that we set the surcharge in advance, at the previous month's board meeting. It is based on the latest available price quote from our vendor at the time of the meeting.

If the actual price in the coming month goes up, the Association takes a hit by not recovering the full actual excess fuel charges. Theoretically, this should be balanced out by months in which the price falls.

The attached chart shows the actual fuel price history, expressed in terms of the surcharge on a C172.



As you can see the monthly increases have far outstripped the monthly decreases. Thus, we still have a lot of catching up to do. (There are still optimists among us who think the two-year trend shown will not continue indefinitely.)

The worst month was September of 2005, although the recent prices have been edging closer and closer to that high point.

As painful as the surcharges are, there seems to be little that we can do about them. As far as I can tell, virtually all FBO's and other flying organizations that attempt to recover their costs (and usually, unlike us, profits) from hourly rates

have dealt with this problem in one of two ways. Either they apply surcharges just as we have done, or they simply charge what I think most of us would consider outlandish rates.

Fuel Surcharges: With that preamble, here is the breakdown for the fleet for July:

Aircraft	Base Rate	Surcharge	New Rate
BE76	$159.00	$28.12	$187.12
C150	$52.00	$8.14	$60.14
C172	$68.00	$11.69	$79.69
C172SP	$75.00	$13.17	$88.17
C172XP	$120.00	$11.25	$131.25
C182Q	$100.00	$19.24	$119.24
C182RG	$105.00	$19.54	$124.54
Citabria	$75.00	$11.69	$86.69
Frasca-M	$29.00		$29.00
Frasca-NM	$39.00		$39.00
PA-28-151	$68.00	$11.69	$79.69
PA-28R200	$89.00	$13.32	$102.32
SR20-WD	$113.00	$17.76	$130.76
SR20-WE	$133.00	$17.76	$150.76

("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

MAINTENANCE LOGS

We've moved the Aircraft Log Books into the new cabinet in the back debrief room in the northeast part of the office building. This has much more space and will keep us from having to cram and puzzle our way into making them fit in the old cabinet. Your BEFA key will still open the lock.

HOW TIGHT CAN YOU MAKE A SEATBELT ON POSTFLIGHT?

I have been getting a number of justified complaints about seatbelts being dogged down over the seat so tight after flying that it's next to impossible to even undo them. This takes quite a toll on our expensive aircraft interiors. It crushes the foam which then loses its resilience in the heat and cold as it's constantly compressed by the belt, and also splits the expensive material covering the foam (see 7568T as one example). At $500 a copy to repair, this will impact your flying rates. So please dial down the "ship shape" action just a little, and please keep the belts slack over the seats. Below is a tongue-in-cheek reprint article I wrote a few years back about this continuing problem. Sometimes a little humor keeps things in the front of our memory.

"Some old habits need to be modified to minimize wear and tear on the BEFA fleet. One habit of particular misconception originates from a rash of troubling incidents about 15 to 20 years ago that was subsequently solved by FAA action. As pilots opened the doors of their planes, the front seats would immediately lunge out of the airplane, knocking the pilots over and causing cuts and scrapes to the astonished pilots. The seats would then continue to scoot around the airport causing many traffic delays as they disrupted ground operations and closed runways, as recorded in many newspapers at the time. When the old-time pilots hear the Renton Airport Manager firing the bird gun to scare off birds, it still brings back dark memories of the drastic measures taken to subdue these runaway seats with shotguns. The FAA assembled a "Blue Ribbon" panel in 1985 to draw conclusions and recommend solutions to these unexplainable events. (BEFA member and FAA Inspector Ray Castro sat on this panel when he was a young man and can provide details). Their recommendations later concluded and subsequent AD's were issued to "*attach all seats to hardened metal tracks that are firmly bolted to the aircraft floor, hence preventing the escape of these rogue seats….*". Examination of our seats and tracks during your next preflight will confirm and illustrate the corrective action implemented to solve this problem.

So, despite what you may hear from the older pilots, **cinching the seatbelts down over the seats to the point of squeezing the very foam out of them to prevent rogue seat escape is no longer necessary!** This practice should be relegated the dark ages of aviation along with NDB approaches and announcing altitudes when leveling off to ATC. This, as a side note, will also prevent premature cracking/tearing of the vinyl and breakdown of the surrounding foam adding untold years of life to our expensive reconditioned seats. One plane, which recently had its seats re-upholstered, had broken vinyl and deteriorated, exposed foam exactly over where the belts were repeatedly cinched down too tight. A follow up FAA Advisory Circular in 1989 recommends "…. *clipping the seat belts together loosely over the seats so that the belts are slack and not squeezing into the seat is recommended now that seats cannot escape from the aircraft…*". Hopefully they will not have to add another placard to address this item.

REMINDERS:

NAV/GPS SWITCH – Before squawking a VOR NAV as inop, if you're in a plane that has GPS, make sure the NAV/GPS switch is in the proper position for the VOR NAV to function. This is driving maintenance crazy.

GREEN SHEETS FOR AVIONICS, WHITE FOR AIRFRAME AND ENGINE – Please make sure you are putting the proper squawk on the proper colored squawk sheet. It is explained on the 8x11 sheet next to the plastic squawk bin box on the wall in the RNT office. They will get routed to the wrong place and delayed for action. Please see an instructor or Staff if confused by this. Also, remember an Avionics Squawk is communication, intercom or navigation related, **not** lights, alternator or gyro instruments – these go on "white" sheets. The white sheets go in the plastic bin marked "Engine – Airframe", the attached tallow sheet goes in the tach book. Green sheets go in bin marked "Avionics Squawks", and the pink sheet goes in the tach book.

MISSING CHECKLISTS

The last couple of months we've seen several checklists disappear from our aircraft. Please check your flight bags and return them. Also, if you think one is missing, check the glove box where the previous pilot or perhaps a passenger may have placed it.

FUNCTION TEST REQUEST SHEETS, WHAT'S THAT?

If you open a Tach book to go fly and see something called a "Function Test REQUEST" sheet lying in it, please note what is being asked to be done and if able comply with the instructions. It's pretty self explanatory. Essentially we're looking for follow up reports on either squawks or corrective actions that have been done to a plane. This saves BEFA money by not performing a specific Maintenance flight to check relatively benign squawks. We've requested this before on the squawk sheets, this is just a little more formal and easier way to organize and implement it. Thanks.

GRIEVANCES/INCIDENTS:

- 6/2/06 739BT: Late in returning, next flight had to cancel.
- 6/26/06 7568T: Main tire skinned to the cord.

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:

- Fabian Mandrillon for filling oil bottles.
- Bob Guthrie for moving planes and pilots.
- Dan Turlington for VOR log book.
- Daryl Hickman for emptying fuel containers and general line help.
- Daryl Hickman for donating and installing extra lockers.
- Lis Demco, Daryl Hickman and Bob Guthrie for helping with the invoice collating.
- Daryl Hickman for filling oil bottles.
- Jorge Zender for donating material and rebuilding our rotted outside table.
- Daryl Hickman for filling oil bottles and repositioning planes.
- Brian Heath for doing a supply run.
- All the great BEFA volunteers who showed up fo the Bath & Bar-B-Q. We unfortunately did not get everyone's name this year. Please know that your efforts were greatly appreciated!
- Howard Wolvington for spraying the weeds.
- Gary Pipkin for heading up the Bath and Bar-B-Q.

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

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

Victoria by Floatplane – My Anniversary Trip

By Al Sipe

Twenty years ago I spent my honeymoon in Victoria, BC. With my anniversary coming up I wanted to do something special. Since I now have a floatplane rating, live in Seattle, and access to a 172XP on straight floats, I thought it would be a good idea to fly to Victoria for the weekend. A call for reservations at a recommended hotel was easy. Someone recommended Abigail's and we were set.

Then I started asking questions. How do I clear customs? How do I file my flight plan? How do I file from Canada? Who do I call to get info on where I can tie up? Can I leave the plane overnight?

Preflight

I decided the best plan would be to get an instructor and do the trip the week before to work out the bugs. I have found that passengers are not real keen on comments like "Hmm, I wonder what to do now?"

I went to the AOPA website and downloaded the Canada checklist. For my flight it basically came down to having the necessary paperwork and charts. The biggest task is calling flight service and customs.

The first hitch in the plan came when I called 1-800-CANPASS to arrange customs in Victoria. It turns out that they really discourage flying into the Victoria Inner Harbor. First you must have prior permission arranged at least 48 hours in advance by calling the Harbor Authority at 250-363-3625. Then the only place to tie up the plane is at Hyack Air and they charge $150 per night. I heard that the Coast Harborside Hotel also has dock space but I did not pursue that. It turns out my instructor was assuming we would go to the Victoria airport. There is a dock there at what is called Patricia Bay which is public and has customs service. I coordinated with CANPASS for customs and then I filed my

flight plan with Flight Service 1-800-WXBRIEF. I also called US customs in Friday Harbor 360-378-2080 to notify them since it was getting close to the 2 hour limit. The test flight went off nicely even though the weather in the morning was low overcast. We were overtaken by a couple of Beavers on the same route heading up to Victoria. Flight Service activated our flight plan and then Flight Following gave us a squawk code for our flight up to Patricia Bay.

On arrival, Victoria tower gave us a phone number to call to arrange a squawk code on departure 888-YBR-CODE and instructed us to call Clearance Delivery on 126.4. After calling CANPASS and writing down the number they gave us we prepared to depart. The phone number would not work so we used Clearance Delivery and they set us up with a squawk code. We landed in Friday Harbor, WA to clear customs coming back into the US. After waiting around the plane for a few minutes, we got brave and walked over to the little shack marked Customs. The only thing there was telephone so I picked up the handset. It dialed automatically and connected me to a guy who said "Come on up to the office". We walked up, filled out a declaration form, showed our passports and were on our way.

Lessons learned from the test flight

First, you can fly into Victoria Harbor but it is discouraged to the point that I did not even try. I might give it a try in the future. Second, after collecting the required paper work, the process only requires 2 phone calls each way: 1) to Customs and 2) to Flight Service. Make them in that order and start at least 2 hours before your flight. The US Customs declaration can be found on the AOPA website under international operations/United States U.S. Customs Information Form 178. Third, after we got back we figured out that the phone number to arrange a border crossing squawk code from Canada was actually ***888-YVR-CODE***. I misunderstood the V for a B.

Trip Planning

Having learned a lot on the test flight, I started the detailed planning for the anniversary trip. First, where will I park the plane? Can I really land at Victoria Inner Harbor? If I can land, where do I park for 2 days? I called some of the floatplane operators and eventually was directed to the Victoria Harbor Authority 250-363-3625. "Yes, you can land in Victoria but you need to get permission 48 hours in advance. To get that you need to review the very detailed arrival and noise abatement instructions. The problem is that after you land, parking is only available at Hyack Floatplane terminal and they charge $150 per night.

If I cannot get into the Inner Harbor, who do I call at Patricia Bay? Answer: Mitch at Royal Pacific Maintenance 250-656-7322. Haul out costs $75 round trip and parking on the airport is extra. Who to call for a rental car? Discount car rental costs about $40 per day. 250-657-2277. Tie ups are free but I did not feel comfortable leaving the plane in the water for 2 days so I arranged to have it hauled out.

In the process of many phone calls and internet searches, I found an alternative. Parallel Aviation is a floatplane operator on Shawnigan Lake, just across the bay from Patricia Bay. You can tie up in salt water for $10 per night. Car rental however is more difficult because the closest rental company is Budget in Duncan.

The Flight

Departure morning turned out to be Pacific Northwest classic - low overcast with light rain and mist. The forecast was for 1800 to 2500 overcast with 10 mile visibility improving as the morning went on. The one hitch was that a presidential TFR was announced to start an hour after our planned takeoff time. If the weather held us up, the whole trip would have to be scrubbed.

It was raining lightly as we put the plane in the water. The ATIS had been showing 1300 overcast with 8 miles visibility. As we were taxiing out, the ATIS reported the visibility had dropped to 1½ miles. The weather was clearing to the north, our direction of flight. We called Renton Tower and asked if the ATIS was changing. Another floatplane (a Cessna 206) and Boeing 737 test flight were all waiting for the updated visibility report. The tower updated the weather and cleared us all for takeoff. We climbed out following the 206 which by coincidence was also headed for Pat Bay.

We opened our flight plan and used flight following up across the border. The flight had good visibility with some occasional light chop followed by a smooth landing at Pat Bay. Mitch met us and hauled the plane out to the wash rack. They have a fresh water hose for washing off the saltwater. I flushed the plane with fresh water and then tied it down.

After spending 2 days in Victoria shopping, wine tasting, visiting the Butchart Gardens and relaxing, the flight home was equally routine. First I called US Customs in Friday Harbor at 360-378-2080. Then I called Canada Flight Service at 800-INFO FSS which gives a recording and connects you to a new number 866-992-7433 to file my flight plan.

We left Victoria in the morning, then refueled and dropped of the rental car. David with Ocean Air Seaplanes (250-655-1144) put the floatplane back in the water while I called for a squawk code. Once on the water we called clearance delivery on 126.4 and then switched to Victoria Tower 119.7 for takeoff. We were cleared for a westbound takeoff with a turn back to overfly runway 09. A few minutes later we were given the "frequency change approved, good day" that told us we were back in US airspace. A quick stop in Friday Harbor to clear customs and get some breakfast followed by a little sightseeing on the way to Renton ended a fabulous trip.

Conclusions

If you just want to take a seaplane to Victoria, I recommend Kenmore Air. Far less hassle and you get dropped off in the Inner Harbor. The ideal trip would be to land in the Inner Harbor, tie up to the dock and walk to the hotel. The reality was landing at Pat Bay, hauling the plane out, waiting for the rental car van, and then driving to the hotel. On the other hand, for a pilot, this trip was fantastic! It worked out but added a lot of time and expense to the trip.

The biggest surprise was the discovery that you can visit the

Butchart Gardens by floatplane. Just call 250-652-5256 for prior permission. They have a dock that can and does accommodate floatplanes as well as boats. The information booth said we would need to call ahead to coordinate an arrival but that it was done routinely.

If I were to do it again, I think I would clear customs at Pat Bay, fly over to the Gardens for a visit and then stay at Shawnigan Lake.

From Your Safety Officer
By Bob Guthrie

It is six months into my second assignment as safety officer and we have not had one incident to report, congratulations. One article caught my attention in the AOPA flight training magazine, "uncoordinated flight." If you get to fly with Rochelle Oslick or Will Allen you will experience uncoordinated flight in all its glory. For the rest of us, let's just think about a nice way to make that crosswind landing that we get to deal with so often at RNT, and PAE. I believe that every first takeoff and landing in every flight should be "normal," after that, slip to the next landing, is a good thing to practice even if you don't have much of a crosswind. When you turn base, the wing pointed at the runway should be lowered, with just enough opposite rudder to keep the airplane going straight. When you turn final, the upwind wing should be down. Flaps are nice but you get to select a specific number, like ten degrees. With a slip, you can select just the right amount and it is whatever number that works for the current wind, and we will never know what the "number" really is. You can tell when you have done it right because the upwind wheel will touch down first, going straight down the runway.

Fly Safe!

Flying in France
By Austin Watson

The Boeing Company was kind enough to send me on a business trip to Avord, France in June. After three days of meetings, I was free early on Friday afternoon. At 1230, having delivered the boss to a train for Paris, I went to the local airport (LFLD) in Bourges, France thinking perhaps I could find a way to go flying. After exploring the north side of the airfield for some time and getting booted out of a place that I later learned is developing diesel plane engines, I was about to give up and stopped at McDonald's for lunch. Leaving the airport, I decided to look a little harder, took a road around the east end of the runway (Rwy 24) and to my surprise, in a parking lot I spotted a very small sign saying "Aero club de Bourges." It pointed through a gate and down a dusty lane past an abandoned house. I drove in, and there was a lot of activity going on near a small building with the Aero Club sign.

Inside the clubhouse I was met with handshakes all around and I said, "*Je suis pilote American. Je m'appelle Austin, un ingénieur de Boeing*." That was about the limit of my French pilot talk. Laurent Thibault, the "*Chef Pilote*" greeted me in English and said he'd lived in Canada and flown in the US for several years. I showed him my PVT SEL license and he said, "Yes, you can fly here. All I need to do is give you a check ride." I about fell over and replied, "Today? Can we fly today?"

We discussed various planes I'd flown, sized each other up a bit, then decided on flying together at 1600. Laurent asked what kind of plane I wanted to fly, a Cessna 150, Piper Arrow, or a French Robin DR400. The conservative choice was the C150, my having 178 hours in type. However, I choose the French plane, an Avions Pierre Robin DR400-120 "Dauphin 2+2", saying, "Let's learn something new. I want to fly a French plane." The DR400 family of planes are low wing, have a polyvinyl covered airframe and wings, with a huge sliding canopy window. The lowest cost is the DR400-120 with a 120 hp engine. Other DR400s available have 160 and 180 hp engines, but for an intro flight and with two lightweights on board those didn't seem necessary.

Robin DR400-120

Laurent left with a student for a training session in the C150 and I settled down with the POH for the Robin, in French of course. With a stack of scratch paper, I re-created a mini-POH including a chart of V-Speeds (in km/hr) and a set of landing and take off procedures. Looking at charts posted around the club, I was able to get airport frequency and runway information. By 1500, I'd done my 91.103 pretty well, considering the language issue, but still had a list of questions.

About 1530 Laurent returned from his previous training flight, did post-flight with his student and then we pre-flighted. We went over verification of rotation and climb speeds, downwind, base and final rpm settings, speed, and flap settings, best glide speed, and stall speeds. We also reviewed airport procedures.

Noise is a much, much bigger deal in France than the USA and the rules in the pattern and around housing are very strict. Depart 06 straight out, always at Best Angle (Vx) 130 km/hr (70 kt); turn heading 180 at lake and proceed to 2000 feet. Arrival rules included a jog around some housing on the downwind.

I suggested we treat it pretty much as a training flight. During preflight I went through the French checklist and when I couldn't figure out a translation Laurent helped. Interesting differences included, (a) the pitot tube is unheated, (b) there are two static ports – each with a remove-

before-flight flag in it while on the ground, and (c) fuel level is calculated preflight since you can't dipstick it like in a Cessna. Calculated level was 3.5 hours. Planned flight was one hour. Preflight finished up with an agreement on how to hand off control between each other.

After runup, I was able to do radio work in English and negotiated with the tower to taxi and takeoff. Procedure was to back-taxi on runway from Clubhouse to RWY 06 end since they have no dedicated taxiway.

We flew with the altimeter set to zero feet at the airport even though we were at 578 feet altitude. They fly it either way but it seems that for small local flights they seem to prefer flying with altimeter indicating AGL. France offers a license which allows you to have a home base airport and fly in a 30 km radius. In this situation on flat ground the zero altimeter setting makes some sense. It was something new, so I tried it.

Takeoff is like a soft field at RNT: Rotate, fly level just above the field until Vx, then climb Vx. We departed Rwy 06, turned 180, climbed 2000, then did some 30 degree bank turns and slow flight. The plane never got to a stall. At least I never got it to, and Laurent said, "See no stall." We got down to about 40 knots and were just plowing ahead, straight and level.

After this, I was given the option to do a touch-and-go on a grass strip near Chateauneuf (LFFU). Sure, let's go. We approached from north at the west end of the runway, then flew 360 counterclockwise around airport at 1000 feet AGL and landed left pattern on runway 06.

Departing, we headed for Avord (LFOA), and got clearance to overfly the airbase. You can see what we saw by going to maps.google.com and searching for "Avord, Fr". Returning to Bourges we did a 360 at 1000 AGL above the local cathedral. This was very cool. At Bourges we did one more touch and go, and a full stop landing.

So, to answer everybody's burning question: "How much did it cost?" Here's the answer.

Plane	Hourly Rate
Cessna 150	$ 111
Robin DR 420	$ 135
Robin DR 460	$ 155
Robin DR 480	$ 172
Piper PA28-R200	$ 195
Instructor Rate	$ 38

To see all my pictures and more France flying info go to: http://austingwatson.dyndns.org/personal/aviation/bourges-fr/index.html

For the Web Heads

SCHEDULE MASTER: http://www.schedulemaster.com or

1-800-414-6114 using your user ID, password and phone menu

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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).

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