

# ✈ BEFA Newsletter ✈

BEFA: Phone (425) 237-2332, M/S 94-35

840 West Perimeter Road, Renton, WA 98057

## Welcome New Members!

<u>Name</u>	<u>Class</u>	<u>Location</u>
Ken Caley	III	RNT
Fred Gay	I	PAE
Jennifer Gill	I	RNT
Tony Hupfaup	I	RNT
Jay Johnson	I	RNT
Hideyuki Kamiya	I	RNT
Oliver Meier	III	Both
Frank Nabors	Service	RNT
Andrew Sachs	III	RNT
Don Shorter	III	RNT
Dick Solar	III	RNT
Rod Stratton	I	RNT
Daniel White	III	RNT
Jeff White	I	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Anders Wiggum	7/20	J. Yager
Wai Wong	7/23	J. Yager

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Suzanne Myers	7/6	Private SEL	Demco
Mark Cooley	7/8	Private SEL	Demco
Brian Wutzke	7/11	Private SEL	Fields
Jeff Goldstein	7/21	Comm SEL	Kirby
Jasper Corleis	7/26	Instrument	Kirby
Alex Jobe	7/26	Comm SES	Yager

## Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team.</u> (Contact Walt Cameron)	5-8pm	TH, SU	RNT
• <u>Board Meeting</u>	5:00pm	9/15	RNT

## From Your President

**Frank Marshall**

**Membership Growth Continues** – BEFA membership numbers have continued to show a consistent annual growth rate of about 4% for some time now, and there are no signs of a let-up in this rate. This is a very healthy trend for our organization.

As far as I can tell (by reviewing records going back to January 2001) we may have broken an all-time membership record with 323 active members last month. The previous record of 319 members was set the month before.

There is an annual variation in membership that, not surprisingly, correlates with the seasons and the quality of the flying weather. Memberships tend to peak in late summer, and to dip in the middle of the winter.

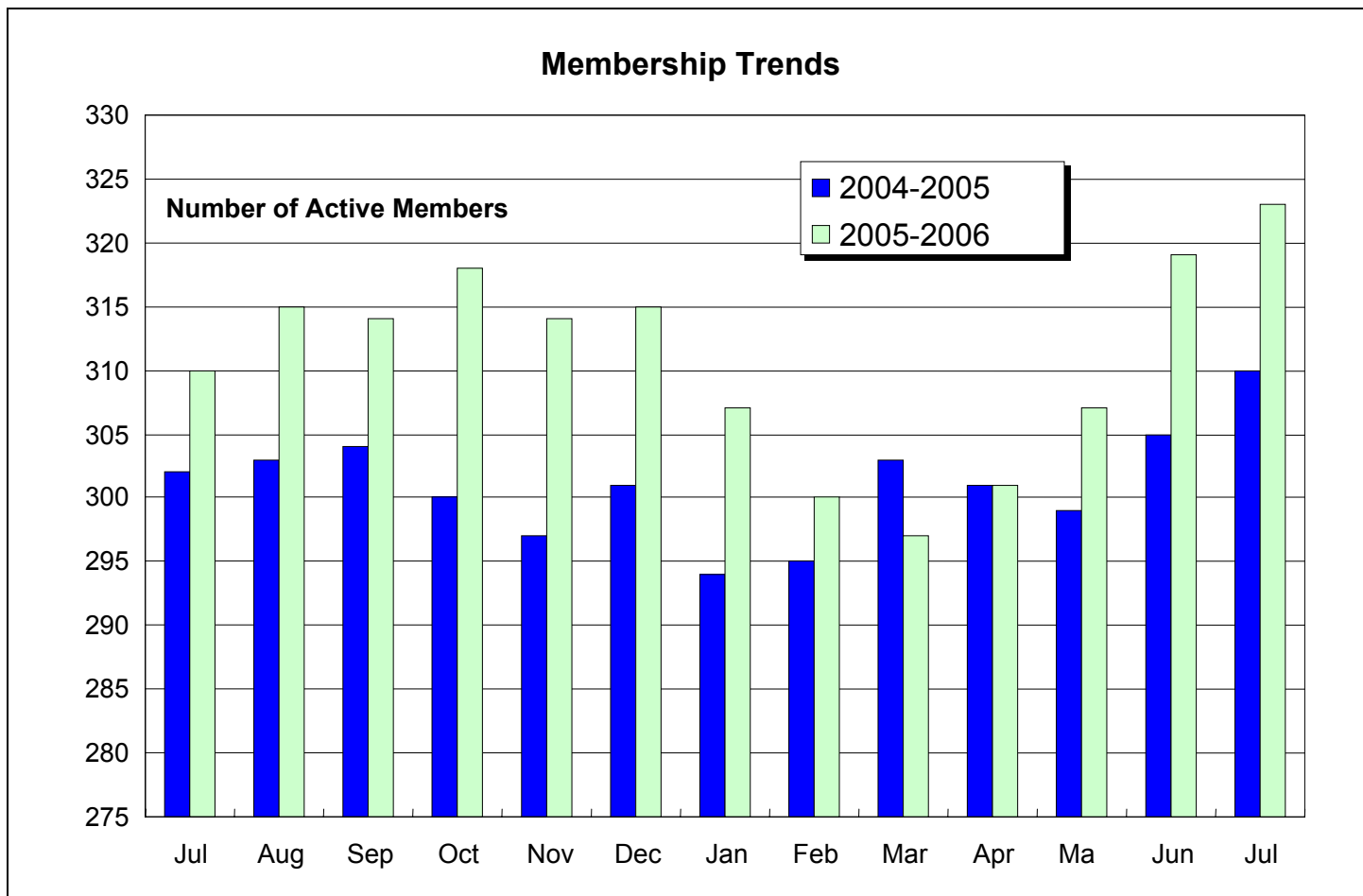
The attached graph (on page 2) shows this annual variation and compares the active monthly membership on a year-to-year basis for the last two years (July 2004 to July 2005, and July 2005 to July 2006). Despite the seasonal variation that is present for each year, there is generally a significant increase for each month on a year-to-year basis.

Of course, more members mean more pressure on airplane availability. The bylaws require that we “endeavor” to keep the ratio of participating members to airplanes below 15:1, and set a hard limit of 30:1. (Associate, Family, and Guest members are “active” members, but are not “participating” members – we currently have 230 participating members.)

Over the last year, that ratio has risen from 11.5 to 12.1, still comfortably below the desired limit of 15. However, airplane availability has been unfavorably impacted this summer by the untimely extended down times of two of our airplanes, 704RY and 735LH. (With those airplanes excluded from the calculation, we’ve been running at a ratio of 13.5 participating members per active airplane for most of the summer.) Fortunately, both of those airplanes should be back on line very soon.

The board will continue to monitor airplane availability and usage, at both PAE and RNT, on a monthly basis.

**Fuel Surcharges:** Some records are great to achieve; some, not so great. I pointed out in last month’s newsletter that our all-time record for fuel surcharges was set in September 2005 (\$12.88 per tach hour for a C172). While we didn’t break that record this month, we have tied it.



I'm told that part of the fuel pricing problem, in addition to the general high price of oil, is that one of the three refineries that produce 100LL fuel for the Northwest has been down for some time. Here is the breakdown for the fleet for the month of August:

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$30.97	\$189.97
C150	\$52.00	\$8.97	\$60.97
C172	\$68.00	\$12.88	\$80.88
C172SP	\$75.00	\$14.51	\$89.51
C172XP	\$120.00	\$12.39	\$132.39
C182Q	\$100.00	\$21.19	\$121.19
C182RG	\$105.00	\$21.52	\$126.52
Citabria	\$75.00	\$12.88	\$87.88
Frasca-M	\$29.00		\$29.00
Frasca-NM	\$39.00		\$39.00
PA-28-151	\$68.00	\$12.88	\$80.88
PA-28R200	\$89.00	\$14.67	\$103.67
SR20-WD	\$113.00	\$19.56	\$132.56
SR20-WE	\$133.00	\$19.56	\$152.56

("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

#### Boeing Field Closure to Affect RNT

Boeing Field will be closed from August 13th through at least August 24th. As a result, the Renton Airport will be picking up many more flights, especially large jet traffic. Boeing Production Flight Test (as of this writing) should be splitting the workload normally done at BFI between PAE and RNT, so you can expect a marked increase in production B-737 flight test activity, in addition to displaced Boeing delivery operations. These will consist of both departures **and arrivals of large jets**.

The West taxiway is supposed to be temporarily approved for use by 737s that are **powered up**, rather than towed as they are now. Use extreme caution when they are in the vicinity. There will also be a big increase in corporate jet traffic, with both Galvin and Clay Lacy co-opting with the two FBOs here at RNT to service their BFI customers.

#### Cross Countries

A reminder, please remember to check for scheduled maintenance, (Routines, oil changes, ADs, etc...) and coordinate with Ops prior to booking a cross country flight.

Also, don't forget to check in with a courtesy call to Ops when reaching your destination on an extended cross country.

### **New ZIP Code for BEFA Office**

The United States Postal Service has changed the ZIP code for the BEFA Renton facility. The new ZIP code is **98057**. The post office will continue to deliver mail with the old ZIP code for a few months, but please take a minute to update your records to avoid having future correspondence or payments become lost in the mail.

### **Private Pilot Ground School:**

Begins Tuesday, October 3, 2006. Time: 5:30 PM till about 8:00 PM. This 50 hour class runs Tuesdays and Thursdays through December 7. The \$330.00 fee includes all required materials, except the fee for the FAA written (computer based) test.

This course may be particularly useful for those who cannot attend the Boeing Off-Hours course, either because they are not direct Boeing employees, or because the classes are full. Register through the BEFA Office by phone (425) 237-2332 or e-mail the BEFA Office.

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### **GRIEVANCES/INCIDENTS:**

- 7/5/06 7568T Passenger door unlocked
  - 7/6/06 41896 Door unlocked, window open, co-pilot seatbelt not stowed
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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:

- Bob Guthrie for helping out on positioning aircraft and general help.
- Greg Soter for his continued work on 704RY cowl.
- Travis Nelsen for a huge job of cleaning/weed-whacking the grounds and ramp, a big job on a hot day.
- Randy Chastagner for single handedly helping Diana get all our invoices out in one day!
- Harlan Zentner, Frank Bond, Bob Young, Tom Forbes, Conrad Kimball, and Mr. and Mrs. Dean Whiting for continued work on the BEFA Pilot Lounge.
- Jim Goodnow and Matt Smith for moving airplanes.
- Joerg Zender for filling oil bottles.
- Dan Turlington for donating joint & tape compound for the Pilot Lounge.
- Dean and Julie Whiting for filling oil bottles.
- John Scearce for picking up the 8' fluorescent light bulbs.
- Glen Dalby for moving plane/dropping off.
- Norm Craven for covering Ops Manager when gone.
- Norm Craven for getting float truck fuel.

- Jim Goodnow for filling oil bottles.
  - Jim Goodnow for helping Jack (our avionics tech) with our avionics squawks
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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.
- Needed for lounge project: volunteers to assist with the construction.
- Someone needed to haul old hanger door scrap metal from south side of BEFA RNT hanger

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**

Summer is here and the cross country flying is picking up. We need to refresh our memories about the process of scheduling an extended cross-country flight. You may know that you can schedule a cross country flight up to two months in advance of the flight, through the Renton office. Some of you may not know that a minimum deposit must be paid at the office at the time an extended cross-country reservation is made, or the reservation is invalid.

A few of you call for a reservation or fax an itinerary to the office, and the staff tries hard to accommodate your request. You must complete an itinerary and get it approved by the Safety Officer before you depart. (This requirement applies whenever the aircraft is scheduled for more than 24 hours, or the planned trip involves a destination more than 150 nm from the BEFA base of operations.)

It will help us if you submit your request for a reservation using the BEFA Extended Cross-Country form, along with the check when you want to make a reservation, even if you don't know all the details required on the form. The form can be completed later, but it will give me an opportunity to verify that your records are up to date. I simply look in your file to confirm that you are current (in the case of float plane pilots I confirm with your instructor that you are approved for the flight you want to make.)

Ultimately, the success of our reservation system rests on member cooperation and adherence to these rules. Fly Safely!

**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:** John Scearce [john.p.scearce@boeing.com](mailto:john.p.scearce@boeing.com)

**Spotlight On: The Newest Member of the Fleet**



**Cirrus SR20**

**Seats:** 4  
**Horsepower:** 200 hp  
**Range:** 755 nm at 55% power approximately \*  
**Cruise Speed:** 157 kts TAS @ 75% power @ 8,000' approximately \*  
**Maximum Takeoff Weight:** 3000 lbs \*  
**Maximum Passenger/Cargo Weight:** 885 lbs approximately \*  
**Gear:** Fixed  
**IFR Certified:** Yes

\*Note: This information may not match current aircraft data. Pilots are responsible for checking the status, airworthiness, and official W&B forms.

**Officers and Staff**

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<b>Maintenance</b>	<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	
<b>Everett</b>		
<b>Office:</b>	No phones at this time in Everett. Please call RNT Office in an emergency, otherwise call Doug Jacobs or Oscar Naimi (phone numbers below).	
<b>Maintenance Focal:</b>	<u>Brian Behrend</u>	Wk: 425-266-8155 Cell: 425-280-1215
<b>Facilities:</b>	Oscar Naimi	Wk: 425-315-0566
<b>Safety Mgr:</b>	Mike Dubbery	Cell: 425-239-3630
<b>Membership/Communication:</b>		
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