

✈ 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>
Josh Bukoskey	I	RNT
Dustin Dequine	I	PAE
Kerstin Held	III	RNT
Brian Johnson	III	PAE
Conrad Kreck	I	RNT
Saul Quezada	I	PAE
Eric Samson	I	RNT
Craig Selbeck	I	PAE
Tyler Wilson	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Anders Wiggum	7/20	Yager
Wai Wong	7/23	Yager
Gabe Miller	8/3	Kirby
Damian Monda	8/10	Allen
Sarah Zayic	8/12	Demco
Tony Hupfauf	8/13	Demco
Jenn Gill	8/19	Hickman

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Doug Jacobs	8/8	Comm SES	Yager
Adam Dennis	8/9	Private SEL	Paulay

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	9/15	RNT
• <u>Private Pilot Ground School</u>	5:30p	10/3	RNT

From Your President: Fat Lady Sings!

It's Over

By Frank Marshall

Lawsuit settled – I am very pleased to announce that our long running three-way legal battle among BEFA, our former tenant Action Aviation, and the City of Renton has ended with a negotiated settlement.

At issue were the costs of removal of four boxcar-sized underground fuel storage tanks and the associated cleanup of contaminated soil, as well as the level of cleanup that was required. Over time, other peripheral issues came to be included as well.

We were advised early on by the manager at the state Department of Ecology (who had originally provided grant money to Action for tank removal and cleanup to industrial standards) that a negotiated settlement was likely to be in all three parties' best interests. He had observed over the years that cases like ours that went to trial most often ended with a judge looking at a pile of bills in the middle of the table and deciding to split them among the parties, making no one happy.

In addition, he cautioned (and our attorney agreed) that the months leading up to the trial would add enough legal fees (for things like depositions and interrogatories) to the pile that the original costs in dispute would look quite manageable by comparison.

Finally, he also observed that if the parties failed to reach a negotiated settlement on how to dispose of the 300 additional yards of contaminated soil that the City had removed from the fuel tank site and stored on our parking lot, he would have to take enforcement action and have the state remove it. This, he estimated, considering the paperwork and testing involved, would add an additional \$400,000 to the pile of bills in the middle of the table!

Despite that kind of incentive to settle, it has been a long, difficult process. Twice, apparent agreements reached by the attorneys were rejected when they went to their respective clients for approval. (In each case the issue was further concessions asked of BEFA.)

In the end we reached a settlement that I believe is fair to all parties. Perhaps more importantly, we have emerged from the process with the kind of relationship with local airport management that I believe will allow us to deal together in a cooperative fashion with future issues as they arise.

Fuel Surcharges: Getting back to the mundane issues of daily life, surcharges and rates for September are as follows:

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$29.26	\$188.26
C150	\$52.00	\$8.47	\$60.47
C172	\$68.00	\$12.17	\$80.17
C172SP	\$75.00	\$13.71	\$88.71
C172XP	\$120.00	\$11.70	\$131.70
C182Q	\$100.00	\$20.02	\$120.02
C182RG	\$105.00	\$20.33	\$125.33
Citabria	\$75.00	\$12.17	\$87.17
Frasca-M	\$29.00		\$29.00
Frasca-NM	\$39.00		\$39.00
PA-28-151	\$68.00	\$12.17	\$80.17
PA-28R200	\$89.00	\$13.86	\$102.86
SR20-WD	\$113.00	\$18.48	\$131.48
SR20-WE	\$133.00	\$18.48	\$151.48

("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

SQUAWK SHEETS

Please put the proper squawk on the proper type of squawk sheet. Remember that the airframe/engine/upholstery, etc., type squawks are to be put on the white/yellow "Aircraft Discrepancy" sheets, with the white copy placed in the box and the yellow copy in the tach book. The Avionics squawks go on the green/pink "Avionics Discrepancy" sheets, with the green sheet in the box and the pink sheet in the tach book. Some squawks are being recorded on the wrong sheets, which delays addressing the problems. Also note that avionics are not lights (landing, nav, or postlights), nor are they ignition related problems. Light and ignition issues should go on the white sheets. Avionics squawks pertain to the gyro instruments, Nav/Com/transponder type items and associated systems such as intercom and push to talk switches, etc....

SOME HELP NEEDED

Please note in the help needed section some of the items we need. In the front of our mind are: some folks to wash a few of the planes that are pretty dirty from summer flying; flooring material for the Pilot Lounge and anyone with any roofing experience - please give me a call. We'd like to get a work crew together to strip and re-roof the office at Renton.

MISSING CHECK LISTS

One of our new checklists has already disappeared from 704GC. Please check your flight bag and return it.

GRIEVANCES/INCIDENTS:

- 8/10/06 4801D - Late arrival.
- 8/8/06 704GC - new checklist missing.
- 8/16/06 54088 - Pitot cover left off, Control lock left off, fuel selector left on both, and name left on white board.
- 8/18/06 78440 - Pitot cover left off, control lock left off and fuel selector left on both.

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:

- Daryl Hickman for filling oil bottles and helping sweep out the hangar.
- John Scarce for helping to load the aircraft data bases.
- Shad Pipkin for helping stuff invoices and covering the front desk.
- Frank Bond, Bob Young, an individual whose name can't be remembered, and John Scarce for continuing work on the Pilot Lounge.
- Travis Nelson for weed whacking at the RNT facility.
- Richard Hinkel, an ex-BEFA member, for donating pilot supplies.
- Bill Walker for picking up a door and working with the Renton Building Inspectors.
- Matt Smith for stemming the flood from a leak.
- Matt Shaw and Douglas Withers for washing/waxing 7568T.
- Daryl Hickman for replacing the spare office pace toilets.
- Gayln Gardner for fixing pitot cover.
- Howard Wolvington for installing the data bases.
- Bob Guthrie for making a parts run.

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 hangar door scrap metal

from south side of BEFA RNT hangar

- **MEMBER WITH PLUMBING EXPERIENCE NEEDED** to track & fix evidence of a water problem. (Anyone who has information that may help in sourcing the leak in the men's bathroom in the back surplus office space next to hangar, please see me. It looks like someone tried working on something in there without our knowledge). Thanks!
- **HELP NEEDED:** 4801D & 733XW need a good wash job - can a couple of their regular pilots please step up to give them a much needed bath? Thanks!
- About 400 sq ft of "snap together" type hardwood flooring for the Pilot Lounge.
- Someone with a carpet cleaner to clean the back office space.

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

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.

From Your Safety Officer By Bob Guthrie

This month there are two reminders that we need to discuss. In the case of cross country flights, I am required to review and approve your itinerary. So first you must go to your pilot logbook and BEFA pilot records to see if you are current. If you are, then there is usually no problem in approving the trip. It is your responsibility to keep your pilot records current; if you do not, then I can not approve the trip. If you are flying a complex airplane, the fact that you are current is found in your BEFA pilot records AND it is contained in your logbook. All this information should then be recorded on the itinerary. You need to have your six months check ride, but you also need a certain amount of flight time and a certain number of landings within the last 90 days. Are you current?

The second reminder deals with logging cross country flight time. We all knew the definition of cross county when we took the private test, but some of us have forgotten 61.1-(3)-

(B), which includes, in part, that a landing must be made at a point that was at least a straight line distance of more than 50 nautical miles from the original point of departure. It is awkward to find this out when you are filling out the 8710 form for your next rating.

Finally for the CFI community, our fall meeting will be a social event at Howard Wolvington's place on Sunday the 24 of September, beginning at 6:00 PM. Spouses are invited. Please reply to Howard or Bob Guthrie to confirm how many of you are coming.

Flying the Option at SEA By Austin G. Watson, P.E.

Soon after starting my private flying lesson lessons in April 2004, I decided I wanted land at SEATAC, *just like a real pilot*. By the time I got my license in 2005, I had landed at all the public hard surfaced airports on the Seattle Terminal chart, but not SeaTac.

How do I get in to land at SeaTac? I asked how around the BEFA office. I asked commercial pilot friends. I asked FAA representatives at a local air show. The advice I got included, "Do it between midnight and six a.m. when they aren't busy. They might charge you a fee. I don't think they'll give you a touch-and-go. I don't think you'll be charged a fee for a stop-and-go. It might be expensive. Be careful about wake turbulence." I spent time at various websites like <http://flightaware.com/live/airport/KSEA> learning about traffic patterns at SEA.

I put the idea away thinking I'd have to plan a midnight flight someday, and then waited patiently for just the right time.

On Sunday July 2nd, I was awake at 4:30 AM looking out at a beautiful sunrise, feeling like flying, and wondering what to do. So I headed for RNT, still trying to come up with a good flight plan for the morning. The plan became: Fly south. Call SEA and ask for a stop and go. Here is how it went:

If you want to do this, consider these as prerequisites:

- a) understand FAR 61.95 and 91.131,
- b) have plenty of SeaTac crossings under your belt,
- c) be competent with radio work in class B airspace and with VFR flight following,
- d) have experience landing on a big runway like PAE or BFI,
- e) be able to hold a speed, altitude and heading precisely.

Arrive at RNT on Sunday at 0530 on a long summer day. Check the weather carefully, knowing that it may be foggy in the early morning this time of year, or it may get foggy suddenly as the lake advects over the runway. Check the ATIS and runways in use at SEA. Preflight a good plane like Cessna 172 N4801D, and set radios as follows:

Radio 1: RNT ATIS 126.95, RNT CTAF 124.7, SEA VOR 116.8

Radio 2: SEA TWR 119.9, SEA ATIS 118.0, SEA VOR 116.8

Check RNT ATIS, then since the tower is closed before 0700, switch to CTAF frequency, announce your intentions and taxi to the run up area to complete your checklist. Here's how it goes:

Pilot - "Renton Traffic, Cessna N4801D at BEFA is taxiing to 33 for south departure. Renton"

Do run-up.

Pilot - "Renton Traffic. Cessna 4801D is departing runway 33 southbound. Renton"

Takeoff and turn south, climbing to 1500 feet, the normal Burien Departure SEA crossing altitude. This puts you conveniently on a downwind for SEA runway 34 and makes it easy for a controller to accept you.

Tune SEA Tower.

Pilot - "Seattle Tower. Cessna 4801D at 1500 feet southbound departing Renton with request."

Tower - "Cessna 4801D, Go ahead"

Pilot - "Seattle, 4801D if possible can I get a stop and go this morning?"

Tower - "4801D squawk 4014 and ident. Seattle altimeter is 30.06."

Pilot - "4801D squawk 4014, altimeter 30.06"

Tower - "4801D radar contact 5 1/2 miles south of Renton at 1500 feet. Proceed southbound. I have one 757 on 8 mile final."

Pilot - "4801D"

Tower - "Cessna 4801D, you can start your base turn now. You are cleared for the option Runway 34 right. You are cleared into the bravo airspace."

Pilot - "4801D is cleared into the bravo airspace, cleared for the option, runway 34 right."

Make base turn to heading 250. GUMPS. Set speed 90 kt, 2100 RPM. Descend to 1400 feet.

Tower - "Cessna 4801D do you want to depart westbound?"

Pilot - "Affirmative 4801D"

Tower - "4801D upon departure climb 1000 and turn west."

Pilot - "Upon departure climb 1000 and turn west. 4801D."

Set RPM 1700, Speed 85 Knots, Flaps 10 deg.

Turn Final

Tower - "Cessna 4801D you are cleared for the option runway 34 right."

Pilot - "4801D cleared for the option 34 right."

Set RPM 1500; Speed 75; Flaps 20.

Pilot - "4801D is on final 34 Right." (This is not a required radio call but I just had to say it to believe I was really doing it.)

Man that's a big runway. I can't even see the other end of it. Hmmm looks like it goes up hill. There's the PAPI. All white. Slow down. Pitch up. There we go. Two reds, two whites. Looks like I'm right on the glide slope now. Here's the fence. The numbers, the touchdown zone. Wow look at all those skid marks. 65 kt. 60 kt. Ground effect. Trim. Flare. Squeak. Bump Bump Bump Bump Bump. Dang those runway centerline lights are bumpy! Just like Doug said.

Brakes on. Flaps up. Carb heat in. Oops it already is. Full stop. Look around for 1/2 second. Cool. I landed at SEATAC just like a *real* pilot.

Throttle in. Here we go.

Pilot - "Tower Cessna 01D is rolling."

Tower - "Roger 01D"

Climb 1000. Turn west.

Tower - "Cessna 4801D you are leaving the bravo airspace. Squawk VFR and have a good flight."

Pilot - "Tower, 01D . . . Thank You."

Landing at SEATAC is first off about picking the right time to go and secondly it's about good competent and confident radio work. Missing from the radio script above are the concurrent discussions with the 757 who is just behind me and coming in fast for the same runway, along with instructions to the flight taking off prior to my landing, and the 737 being positioned for takeoff just behind me.

For video of the landing check my website at: <http://austingwatson.dyndns.org/personal/aviation/> and click on SEA Landing.

Before you attempt a landing at SEA or any other airport in Class B airspace, read and understand these FAA rules:

Section 61.95 Operations in Class B airspace and at airports located within Class B airspace, and Section 91.131 Operations in Class B airspace which say in much more detail, approximately the following: For VFR you must have a transponder and a two way radio. You must have private pilot license or be in training, trained in Class-B operations, and endorsed by an instructor for Class-B operations. You must comply with procedures for that area. You must have ATC clearance from proper jurisdiction.

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

This Space Available for Members' Classified Ads

Please contact your newsletter editor for details

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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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