

✈ 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>
Richard Ouellette	III	RNT
Heide Tacheron	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Chintan Gandhi	9/2	Demco
Tyler Wilson	9/3	Yager
Mark Jenkins	9/10	Marshall

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Lacey Konrad	9/8	Private SEL	Guthrie
Joerg Zender	9/14	Instrument	Wolvington
Dan Tracy	9/16	Instrument	Guthrie
Scott Mathews	9/24	Private SEL	Wolvington
Rick Putnam	9/26	SES	Wolvington
Chris Wu	9/29	Private SEL	Yager
Rod Stratton	9/29	Private SEL	Hickman/ Demco

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	10/20	RNT
• <u>Private Pilot Ground School</u>	5:30p	10/3	RNT

From Your President By Frank Marshall

Lawsuit Settlement Impact on BEFA – Since last month’s newsletter article on the settlement agreement, several of you have asked about the terms and the impact on BEFA (and I’m sure many more have been curious about the same thing).

Although an accurate tally of all the costs will not be possible until the remaining cleanup activities are completed, I think the odds are very good that the final cost to BEFA will be less

than the \$18,000 that we have been budgeting for this since the beginning of the year. (With a little bit of luck it could be substantially less.) Bob Bumpous’s budget plan for the year shows that this is an amount that we can absorb without a major impact on our financial health. (We are an organization with approximately \$1 million per year in revenues and expenses.)

Here are some of the highlights of the agreement:

Action Aviation (actually, its insurance company) has agreed to deliver to BEFA a single check for \$25,000 payable to “Boeing Employees Flying Association.”

The City of Renton has agreed to use city personnel and equipment to remove the estimated 300 yards of contaminated soil stored on our parking lot, and to deliver it to the disposal site. They will do the same with another 30 yards of soil they have been storing on airport property since the cleanup of a 1998 fuel spill near the southwest corner of our hangar.

In addition Renton will be responsible for the cost for any damage caused to asphalt and/or concrete as a result of the stockpiling and removal of the soil.

There are disposal fees charged at the disposal site, and BEFA will be largely responsible for these, with some possible cost sharing by Renton if the fees exceed \$12,000. The fees are based on tonnage, which makes it difficult to estimate in advance. (There is a wide variation in possible soil densities.)

If the fees exceed \$12,000, Renton will match us dollar for dollar for the excess above \$12,000, up to a maximum Renton contribution of \$5,000. Anything in excess of \$22,000 will be BEFA’s responsibility alone.

BEFA has also agreed to assume responsibility for the cleanup of the area around the old fuel dispensing area near the street to the “applicable standards” appropriate for an industrial area. Experts at the Department of Ecology have opined that this is a \$5,000 operation, but it obviously has the potential to be more. It also could be less if the attenuation that naturally occurs with time has already reduced contamination to satisfactory levels. (Microorganisms that naturally occur in soil and groundwater tend to reduce the contamination over time through a process known as biodegradation.)

Finally, all three parties have agreed to share equally in the cost of new soils testing that was done during the negotiations in the area of the 1998 fuel spill. (This is one of the few costs that are already precisely known.) BEFA's share of that is \$1,931.

The bottom line is that I believe BEFA will emerge from this in sound financial condition.

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

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$23.37	\$182.37
C150	\$52.00	\$6.77	\$58.77
C172	\$68.00	\$9.72	\$77.72
C172SP	\$75.00	\$10.95	\$85.95
C172XP	\$120.00	\$9.35	\$129.35
C182Q	\$100.00	\$15.99	\$115.99
C182RG	\$105.00	\$16.24	\$121.24
Citabria	\$75.00	\$9.72	\$84.72
PA-28-151	\$68.00	\$9.72	\$77.72
PA-28R200	\$89.00	\$11.07	\$100.07
SR20-WD	\$113.00	\$14.76	\$127.76
SR20-WE	\$133.00	\$14.76	\$147.76

("WD" and "WE" refer to weekdays and weekends and holidays, respectively.)

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

HERE COMES THE FOG

Just the seasonal reminder for our Fall weather changes. The forecasts start to become a little less predictable, fog sets up earlier or dissipates later than expected and VFR/IFR pilots wind up in the worst case diverting to Eastern Washington, if you have enough fuel. Remember that the dew point starts to increase this time of year as the temps decrease with the earlier sunsets - this can create at best an incipience and at worst an emergency.

CARPET AVAILABLE

We have about 140 sq.ft of bluish wall to wall (supposedly lightly used) carpet and foam pad for free if anyone wants it. Call the office 425-237-2332.

PILOT LOUNGE UPDATE

We've passed a milestone with the electrical inspection approval and now we just need to fill some more rockwool in the NE corner, knock a couple of small top framing splices together, put a few feet of 2x6" framing in the south wall, sheet rock that portion of the south wall, and we'll be good

for the final framing inspection. If anyone can help with this task, please give me a call at the office, (425) 237-2332. Those of you who have commented that this is taking a long time, here's a great chance to help speed things up and relieve some of the burden from your hard working fellow volunteers who have been working on this from day one!

GRIEVANCES/INCIDENTS:

- 9/23/06 736NN Float pump was found crushed.
- 9/23/06 733XW Gob of oily towels left in back seat pocket.
- 9/29/06 733XW Boeing Security found the pilot door open and unlocked in the early morning.
- 9/29/06 5344K was not locked.

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:

- Mike Sievers for replacing office light fixtures.
- Bill Herzog for donating lumber for pilot lounge area.
- Shad Pipkin for doing a fuel run.
- Yenew Kasage, Shad Pipkin and John Scearce for cleaning 4801D.
- Karen Stenwell for filling in on the front desk.
- Andrew Saches for fixing our back bathrooms.
- Big thanks to Eric Grant for picking up our assorted junk and getting rid of it.
- Charles Manry for facility repair work
- Damien Monda and Daryl Hickman for moving windows.
- Tim Veryioglu for improving our drain system

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:

- Members with drywall taping experience needed.

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

I have written about landing practice before - cross wind, short, soft field landings – ensuring every flight will end with a successful landing. Some flights are better than others of course, so we should practice. I have recently read about a flight that did not end well. The engine quit shortly after take off, and the pilot decided to return to the runway he had just left and did not make it. The pilot had about 640 hours with 330 in type, so he had the experience he needed but did not have the training to know the altitude needed to make the turn. We all take the required BEFA six month training, so we are all current and proficient for the license that we hold, or are we? Do you talk about engine out on takeoff or do you practice it? We have all heard the story, if an engine failure occurs immediately after takeoff and before a safe altitude is attained, it is advisable to land straight ahead as slow as possible. The question that we should all know the answer to is "what is a safe altitude?" One way to determine the answer is a practical test. Do not do it at a low altitude, I would say 3000 feet will give you room to experiment. Take a safety pilot to watch for traffic and find a place with a good ground reference to follow. Renton pilots have a power line in both the North and South practice areas, and Paine pilots have a good road on Whidbey Island. Position yourself over the reference point and slow the airplane you normally fly to V_y then pull the power off, make the bank you feel comfortable with and see how much altitude you need to get back over the reference line, remembering it is more than a 180 degree turn. Try the experiment again with a different bank angle. Now you know what a safe maneuvering altitude is. In the last few years we have had two occasions where that question had to be answered and the outcome on both was successful. It may have helped that in both cases an instructor was on board. In one case the engine quit, the instructor took over, made a 180 degree turn, dodged a power line and landed on the road. No aircraft damage and no pilot injuries. In the other case the engine started failing after the cross wind turn, but was still providing some thrust. The instructor provided the advice and the pilot made the return to the runway landing. The engine was lost but the landing was successful and the pilots walked away. In both cases judgment was required and an immediate decision was made, and in both cases the decision was correct.

Fly safely, and practice.

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 Searce john.p.searce@boeing.com

Classified Ads

Flight bag for sale: Very nice Silver/Gray Cencal Aviation Products flight bag. Excellent condition. Double zipper top, two headset pockets on ends, and multiple pouches on sides. Shoulder strap. I'm selling the bag because I needed something slightly smaller. \$35. Contact Matt Malkin at (206) 216-0679 or matt.malkin@gmail.com.

Officers and Staff

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Maintenance	<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
<u>Everett</u>		
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:	<u>Brian Behrend</u>	Wk: 425-266-8155 Cell: 425-280-1215
Facilities:	<u>Oscar Naimi</u>	Wk: 425-315-0566
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