

✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98057

Fair Winds, Blue Skies and Happy Holidays to All!

Welcome New Members!

<u>Name</u>	<u>Class</u>	<u>Location</u>
Kevin Reed	III	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Ed Luraghi	10/31	Craven
Conrad Kreick	11/8	W. Allen
Trina Gustafson	11/16	W. Allen

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Greg Soter	10/31	Private SES	Yager
Tyler Wilson	11/5	Private SEL	Yager
Jeffrey Clark	11/18	Private SEL	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>	5:00pm	12/15	RNT
• <u>Instrument Rating Ground School</u>	5:15pm	2/5/07	RNT

From Your President By Frank Marshall

New Board Members: Congratulations to the new Board members who have been elected to serve the two-year 2007-2008 terms:

- Secretary – Bob Ingersoll
- Operations Officer – Matt Smith

I also am very appreciative of the confidence you have shown in me by re-electing me President.

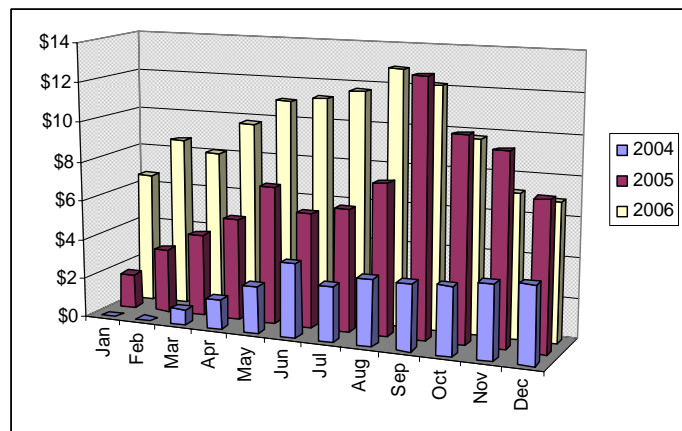
We owe a debt of gratitude to the retiring officers, Darrel

Spitze and, of course, Walt Cameron, who both put a tremendous amount of effort into maintaining BEFA as the kind of organization we want it to be.

Fuel Surcharges: As you know we have been using surcharges for several years as a way of dealing with significant fluctuations in the price of fuel. This has proven to be very effective in insulating the organization from any significant impacts (either positive or negative) as the price of fuel has varied.

The process we use to determine the surcharges is described in detail in the October 2005 issue of the newsletter, and I believe most members understand the basics: it fully compensates the organization for increases in fuel expenses, and it gives the aircraft users full price relief when fuel prices fall.

The attached chart shows the history of the surcharge, using a Cessna 172 as an example.



Fuel Surcharge History for a Cessna 172

That chart illustrates that in addition to a three-year trend of increasing prices (at least up until the last four months), there does seem to be a seasonal trend with prices peaking in late summer.

The board has recently considered whether it would be appropriate to reset our base rates to reflect a higher baseline fuel price, thereby making the surcharges smaller (without

changing the total rates). This is based on the fact that if the surcharges remain relatively high for an extended period of time, it begins to make the base rates appear artificially low, perhaps as some sort of marketing ploy.

As you can see, it has been a year and a half since the surcharge was below \$6. On the other hand, as recently as two years ago it was under \$2, and it is getting within shouting distance of \$6 again as we speak. (Please note: I am predicting nothing!)

It wouldn't be the end of the world if the base rate was increased to the point that falling fuel prices led to negative surcharges, but it certainly would complicate the process of explaining what we're doing. Thus the board has decided to stick with our current approach.

So... surcharges and rates for December, based on our now familiar approach, are as follows:

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$16.72	\$175.72
C150	\$52.00	\$4.84	\$56.84
C172	\$68.00	\$6.95	\$74.95
C172SP	\$75.00	\$7.83	\$82.83
C172XP	\$120.00	\$6.69	\$126.69
C182Q	\$100.00	\$11.44	\$111.44
C182RG	\$105.00	\$11.62	\$116.62
Citabria	\$75.00	\$6.95	\$81.95
PA-28-151	\$68.00	\$6.95	\$74.95
PA-28R200	\$89.00	\$7.92	\$96.92
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00
SR20-WD	\$113.00	\$10.56	\$123.56
SR20-WE	\$133.00	\$10.56	\$143.56

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

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

PIC RESPONSIBILITIES

We are all familiar with PIC responsibilities, particularly the ones outlined in FAR 91.103, but what I want to comment on is PIC responsibilities related to your fellow pilots and not described in a specific FAR or a syllabus. This has to do with the responsibility to your fellow owner/pilots that fly BEFA aircraft, (or any aircraft for that matter), basically common sense and common action. There was a recent incident in particular that has caused some concern. This is the second such incident in the last few years. (The previous one you may recall was with 704RY.)

Damage has been found in the float plane (736NN) from a hard impact - hard enough to crack where the engine mount went into the firewall. This hard landing, or whatever it was, should have been noticeable enough to cause the pilot to bring it to our attention to have the airplane checked, unless they had a serious case of denial. It was not reported, and therefore for an undetermined amount of time, the airplane was flown in this condition. If such actions are "sandbagged", think what a person would feel like if later on such an action resulted in a fellow pilot being injured or killed as a result. Is it easier to live with fessing up to a possible problem and getting it resolved, or living with a tragedy that could have been prevented by exercising one's integrity? Related to this, please see the next paragraph.

736NN CHALLENGE

One of our floatplane pilots has recently set up a challenge to the BEFA float community to chip in as a "community" to help cover repair costs of the above mentioned damage. It should run around \$2500 to \$3000 to repair. He has donated \$150 towards repair even though he has not recently flown the plane. If the float community kicks in \$500, he'll add another \$100. It spurred a donation so far of \$50 from a non-float plane pilot! Thanks much, and we hope for more support.

PILOT LOUNGE

The framing inspection passed on 12/01/06, and we'll be charging ahead with the lights, sheetrock and finish work shortly, but we'll wait until our hangar roof is at least temporarily repaired to stop the leaks. We expect this to be done in a week or so. One big job coming up is removal of the gas furnace in the lounge, as we will be going to electric wall heaters. If you know of anyone who wants a suspended large shop furnace, let me know. It was inspected & serviced a few years ago.

HANGAR

As mentioned, the occasional leak in the hangar roof has expanded rapidly the last few weeks and work is being done to temporarily patch the leaks. We need the next big rainstorm to see if the temporary repairs have worked. Hopefully the bids for a complete repair/upgrade will be within reason and we can get that done this coming summer, though the patch should last a couple of years. Our thanks to 3D Roof Systems for their excellent response and customer service on the patch job.

BEFA HOLIDAY OPEN HOUSE

The traditional BEFA Holiday Open House at the Renton Office is scheduled for December 15th, starting at 1100, through 1730. This is just a casual drop in opportunity to bring and share a dish, drinks (non-alcohol) or appetizer plate you like with your fellow members and talk flying. Usual member supplied treats are chili, hot wings, chips & dip,

cookies, deviled eggs etc....., hope to see you there.

TOYS FOR TOTS

The annual Toys for Tots barrel is set up in the lobby of the BEFA office. Please stop by and donate a new toy for this great program.

UPCOMING SCHEDULED MAINTENANCE

- 733XW 150 hr. Routine
- 54088 150 hr. Routine

GRIEVANCES/INCIDENTS:

- 11/06/06 736NN: Broken firewall/engine attach point discovered from apparent hard landing. Discovered during a Routine Inspection. No one reported the obvious hard hit.

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 repositioning planes
- Will Allen for filling oil bottles
- Shad Pipkin, Jack Yager, Jim Goodnow, Eric Grant, Bob Guthrie and Daryl Hickman for helping stuff envelopes.
- Mike Kneale, Tyler Wilson and Jack Yager for positioning 68T to TIW.
- Jon Brown and Conrad Kimball for insulating and sheetrock work on the lounge.
- Bob Cutler and Charles Manry for patching our office roof.
- Daryl Hickman for loading databases.
- Conrad Kreick for sweeping the snow off the planes.
- Daryl Hickman for recycling the burnt out lights.

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

A Warning about the 747 Large Cargo Freighter

By Bob Guthrie

Howard Wolvington shared a report from Avweb about a recent scary encounter between the wake turbulence from the 747 Large Cargo Freighter and a Cessna 172 on approach to Boeing Field. As the Large Cargo Freighter flies in our area, this report is something for you to be cognizant of.

Avweb reported that a student pilot got a very graphic demonstration of the dangers of wake turbulence at Seattle's Boeing Field a couple of weeks ago. According to the NTSB, the student was on final for Runway 13L in a Cessna 172 when Boeing's modified 747 Large Cargo Freighter passed it on final to Runway 13R. A nine-knot crosswind blew the 633,000-pound freighter's wake turbulence over the 1,800-pound Cessna. The instructor on board was able to recover from the resulting upset with 150 feet to spare.

Please review the NTSB report at the following link: http://www.nts.gov/ntsb/brief.asp?ev_id=20061122X01707&key=1

You may also wish to review the AIM for wake vortex information (in particular the sections starting with 7-3-1). If you have questions that are not answered by the AIM, please contact me or a flight instructor for assistance.

Fly safely!

Citabria N36339 August 6 prop strike incident at Renton Field

By Dave Jones

As a fellow BEFA private pilot, I want to share this 'flying story' with you in the hope that it will cause you to pause and once again appreciate the special experience flying is, and how it demands a little extra vigilance compared to so many of our other everyday activities.

This 'flying story' is about a flight I took in the BEFA Citabria on a bright, sunny, relatively calm Sunday morning last August. It did not end the way I planned. On what was the final landing of a 1.3 hour practice flight, the Citabria's propeller struck the runway while I was completing a two wheel landing to a full stop at Renton Airport. The experience did not make my day. The prop strike resulted in the Citabria again being out of service for an extended time, after just returning to the line from a protracted engine change.

As background, I joined BEFA last summer to experience the fun and enjoyment of flying the Citabria, with its stick, and maneuverability. I had first learned to fly at BEFA nearly 40 years ago, and had over 400 hours, mostly in Cessna 172's and 150's. My most recent experience had been 65 hours in the Diamond Katana, which has a stick, though with conventional gear. So I set out in July 2005 to get my tail wheel endorsement, flying with Bob Guthrie. Over four months I acquired the new skills to master the tail wheel and was signed off in late October. Then I completed three solo flights in the marginal fall weather, and then my flying stopped for the winter as the Citabria went in for an engine change for what turned out to be nearly 6 months. My next flight was in late April, a dual ride with Will Allen in his Decathlon, to begin to prepare for my 6 month BEFA proficiency check. I was very rusty. I flew four times in the Decathlon with Will to relearn some of the skills, and then did one flight in the Citabria in late July and was signed-off.

This incident occurred on what was my first solo flight after the six month proficiency check sign-off. The solo flight practice session began on Sunday morning with a series of touch and goes at Renton, four 3 point landings, followed by three 2 wheel landings. I departed the pattern, did approximately 30 minutes of air work, and then returned to Renton to complete the flight. I decided to do a 2 wheel landing, so I set up for the approach, flying final at 80 mph and keeping the nose of the airplane level to the horizon. I brought the airplane over the runway and held it off, level to the runway, for a brief period, maintaining 80 m.p.h. The airplane touched down gently after I eased off a bit of power to let the two main wheels touch the runway. I applied forward pressure to the stick and the airplane stayed firmly on the runway. I pulled the remaining power off, and let the airplane roll-out on the two wheels, using the rudders to keep it in the center of the runway. I recall thinking that the landing had been the best my 2 wheel landing of the day. In hindsight I was premature in my assessment.

As the roll-out progressed my thoughts transitioned to stopping the airplane. While continuing to work the rudders to keep the airplane straight I recall having had difficulty locating the heel position brakes. When I did locate the brakes I did something that is inexplicable and absolutely bad technique when making a 2 wheel landing in a tail wheel aircraft. Though I had been instructed, practiced and demonstrated the proper technique of first pulling stick full back, then applying brakes, I applied the brakes without having the stick full back. This resulted in the nose pitching down, and the prop struck the runway for a brief second. I heard the prop strike the ground and immediately applied full stick back but the damage was done. I exited the runway and taxied the aircraft back to BEFA. Wind was not a factor in the landing, as ATIS had reported 300 degrees, 8 kts.

What are the lessons from my story? Here are three, and they do not apply only to tail wheel landings.

First, it may sound trivial, but in landing an airplane, to use an old baseball adage, "it's never over until it is over." I had the Citabria on the ground under control, however it still was rolling at close to flying speed, and demanded full attention and proper technique to get it to full stop, and clear of the runway. As a low time tail dragger pilot I did not have the technique for two wheel landings fully burned into my 'e-prom' memory to the point I could complete the landing in my sleep. This being the case, I needed to be keenly alert throughout, to a complete stop; yet mentally I somehow did not have the attention to detail of the moment.

Second, I had practiced three wheel landing touch and goes early in the flight, not full stops, and in the touch and goes you do not carry the landing to the point of full stick back before reapplying power and taking off. So I really had not gained any repetitive experience of a full wheel landing in doing these touch and goes. So the lesson here is you need to understand the full skill set required of a landing or any other maneuver and practice it fully, not abbreviate it, as was the case with doing touch and go wheel landings.

Third, my landing incident surfaces a fundamental question of how we 'weekend, fair weather flyers' can more safely enjoy our flying experiences, when we fly so infrequently. In my situation, a combination of events prevented me from flying the Citabria for over 6 months. When I restarted with a series of refresher instruction sessions, I apparently still had too low retention of two wheel landing techniques. My personal situation should not necessarily serve as a generalization to all pilots, however it is an issue we pilots and our flight instructors need to consider as we acquire new skills and extend our flying capabilities.

In closing, I view flying as a life changing experience. As a pilot I never tire of the views, beauty and unique perspectives that are afforded me when I take to the air. My landing incident has not lessened my enjoyment of flying; it has given me an increased awareness that it demands skills and attention that cannot be taken for granted.

Happy flying! - Dave Jones, Private Pilot and BEFA member

Instrument Rating Ground School

By Frank Marshall

Have you completed work on your Private Pilot's license, or are you getting close? It's not too early to start thinking about the next step: going after your instrument rating next Spring. This rating will vastly improve your odds of actually being able to use your license to take a trip at the time of your choosing (not to mention that you will likely find it makes you a better, safer pilot, and gives you a deep, well-deserved

sense of accomplishment).

A good way to start is with the BEFA sponsored Instrument Rating Ground School. This course prepares you to take the FAA Instrument Rating Knowledge Test, and will help with your flight training as well.

The 10-week course will be offered on Monday and Wednesday evenings in the Renton classroom, and is scheduled to begin next February 5. The cost, which includes an excellent 850-page Jeppesen Guided Flight Discovery textbook (it will likely remain a valuable reference long after you've completed the course), the complete FAA Knowledge Test question bank, and the latest FAR/AIM, is \$300 (\$330 for non-members).

You may sign up now at the Renton office (or by telephone) to reserve your spot in the classroom. Payment is required by December 31, so that the cost of ordering supplies is covered in advance. (You may opt to have it billed to your account as of December 31 by indicating that preference on the sign-up sheet.)

If you have any questions, please contact Frank Marshall at 253-838-1661.

AOPA EXPO 2006 Trip Report

By Joe Kranak and Howard Wolvington

The plan was to combine three days of aviation indulgence with a week of vacation. Joe and Howard were to fly Howard's Comanche to Palm Springs, and our wives were to fly Alaska to meet us there and enjoy some relaxation in the sun. The 984nm IFR route to Palm Springs (KPSP) on V-airways is normally through Red Bluff, CA, and would take 7:10 in the Comanche. Thus, it could be flown with two legs of 3.5 to 4 hours each. The original plan was to leave Renton Monday morning, 11/6, arrive KPSP just before dark, pick up wives the next day at the terminal, enjoy the sites on Wednesday, the EXPO on Thursday through Saturday, have another day of vacation on Sunday, and then return to Renton on Monday, 11/13.

It became apparent that the November weather was not going to cooperate with this plan. The forecast was for a major storm system creating high winds and low freezing levels for Monday, so Howard suggested that we leave on Sunday afternoon, and get to the CA coast before the worst of the system hit Washington and Oregon.

Howard flew the 1st leg, and we departed Renton at 1pm for Eureka, CA. The route was KRNT OLM V165 UBG V287 OTH V27 FOT KEKA, a trip of 445nm. The flight planning software predicted a flight time of 3:25, and the actual was 1 minute longer. The initial altitude was 6,000', and we eventually got up to 9,000'. At that altitude, the temperature was still +6°C so there was no problem with icing. The storm front coming through was warm and moist, so we had 2.1 hours of actual IMC in high winds aloft. Near Astoria, we

had a true airspeed of 149 knots, but only got a ground speed of 110 due to the winds. The excitement of the leg was when the autopilot disconnect button was accidentally engaged, and we rolled off into a spiral. There is no audio tone from this particular S-tec autopilot when it disengages, so we were much more careful for the balance of the trip. There were low ceilings at Eureka, and the GPS 11 approach to minimums was required for the landing. We got great service from the Red Lion that provided a free shuttle to and from the airport.

On Monday morning, Joe flew the next leg to Modesto, CA (KMOD). Eureka is a non-towered airport without automated weather reporting. There were low clouds all around and some fog to the northeast of the runway. Joe flew the instrument departure procedure which takes you west to the ocean to intercept the southbound airway. Shortly after takeoff we were in the clouds, but were in IMC less than 10 minutes before breaking out between layers. On the radio we heard a number of commuter airlines going missed approach at nearby airports, and several were stacked up in a hold waiting for the weather to improve. We provided a pilot report to ATC and proceeded on our way. As we approached KMOD the visibility in haze was improving from IFR to 5 miles, and Joe elected to fly the GPS approach to be sure that we could find the unfamiliar airport. The FBO gave us a courtesy car to go to lunch.

Howard had the second leg of the day to Thermal (KTRM). We selected this, as self-service fuel was about \$2.00 per gallon less than at KPSP. As we proceeded south, the weather continued to improve, and while we were IFR, the leg was flown entirely in VFR conditions. The controllers gave us some vectors and GPS shortcuts near Edwards AFB that saved some time. When we landed in KTRM, it was 35°C (95°F) under perfectly clear skies with unlimited visibility and light winds.

Joe flew the short final leg from KTRM to KPSP and we carefully followed the ground control taxi instructions, using the airport diagram as a guide, to parking.

On Wednesday, we took the Tram ride up 8500' to the San Jacinto state park, and did a bit of hiking and took lots of pictures.

The EXPO began on Thursday with a discussion led by AOPA President Phil Boyer on the issue of User Fees. While the battle is not over, the election results leave a much better political foundation for a favorable decision in this battle. The AOPA Political Action Committee supported candidates with favorable views toward general aviation, and 90% were elected or re-elected. The exhibits were well attended, both by vendors and AOPA members, and there was a very nice display of LSA and traditional aircraft.

At the Lightspeed booth, the audiologist was able to correct the problems that Howard's wife had been having with the fit of the ear pieces of her headset.

By Sunday morning, the forecast for the return trip became available, and did not look good. Another storm system was to come through Washington and Oregon, and it included a cold front that was to extend down into California. We determined that the best strategy might be to leave early and get a far North as possible before the system arrived, and then to sleep through it and attempt to complete a shorter (and lower) trip than on Monday. We called Alaska and got our wives on an afternoon flight, and checked out of the hotels.

On Sunday afternoon, we departed KPSP in VFR conditions for Northern California. Because of weather, fuel, and darkness, we ended up landing at Santa Rosa (KSTS) in the heart of the Sonoma wine country. We got wonderful service from the Sonoma Jet Center. While we obtained self-service fuel, the receptionist got us rooms at a Holiday Inn Express and then the line crew took us over in their Crew van. The next morning they picked us up -- all this for the modest \$7 overnight parking charge.

Joe had the departure leg on Monday morning, and the weather was 400' overcast, with 3/4sm visibility in light rain and mist. The planned leg to Renton was 4:07 and we had 5:15 of fuel on board. As we proceeded north along the coast, we again found ourselves in headwinds, and near North Bend, they measured 38 knots. At 8000' we started picking up light rime ice with an outside air temperature of 0°C, and were able to descend to lower and warmer altitudes. We elected to stop in Salem OR (KSLE) for fuel and lunch, and Joe flew the GPS 31 Z approach to a landing at minimums.

Howard had the last leg to Renton. The forecast showed the freezing level right at the 6,000' MEA of the route, and the XM NEXRAD display did show a few showers, but he expected to be able to get vectors and lower altitudes, if necessary. For most of the leg we were in and out of IMC, but did pick up some light rime ice just north of Portland. The controllers cooperated with a request for a lower altitude (5,000'), and the accumulation stopped. By the time we got to Chehalis, we were able to descent to a lower MEA of 4,000' and all of the ice quickly came off the airplane.

(While it is not wise to fly a Comanche in icing conditions, it is not illegal. When the Comanche was certified in the 1950s, the POH contained no prohibition of Flight Into Known Icing. If there might be some icing possibility, Howard will only fly when there is a known escape path.)

The final excitement was when, just east of Renton, while being vectored in IMC for the GPS approach into the airport,

we were told that Renton was closed! We accepted a hold just north of Lake Sammamish while ATC figured out the duration of the closure. After entry into the hold, we were cleared for the Renton GPS approach and landed without incident. It turns out that an intoxicated homeless man had fallen into the Cedar River near the Renton library, and was floating down stream. Rescue personnel and equipment responded to the airport and pulled him out in Lake Washington near the seaplane dock. He was transported to the hospital, but unfortunately died the next morning. As a precaution, the tower closed the airport when they were neither in radio contact nor in control of the rescue activity.

Overall it was a great trip. We flew a total of 14.5 Hobbs hours, 13.5 Tach hours, and consumed 195 gallons of 100LL. Total IMC time was 5.4 hours, just over 1/3 of the entire trip.

Jeppesen Employees Flying Association

The Jeppesen Employees Flying Association, based at Centennial Airport near Denver, Colorado, has a great website and a great newsletter with a challenging monthly aviation crossword puzzle (perfect for challenging yourself on those winter days when you can't get airborne). Some names that you may recognize are regular contributors to the JEFA newsletter, such as Linda Pendleton, JEFA Chief Pilot, Designated Pilot Examiner and author of "Flying Jets." You can visit their website and newsletter at:

<http://www.flyjefa.org>

The Night Before Christmas (at the FBO)

Twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tiedowns with care
in hopes that come morning, they all would be there.

The fuel trucks were nestled, all snug in their spots,
while peak gusts from three two zero reached 39 knots.
I sank behind the fuel desk, now finally caught up,
and settled down comfortably upon my butt.

When over the radio, there arose such a clatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
asked for clearance to land at the airport below.

He barked out his transmission so lively and quick,
I could have sworn that the call sign he used was "St.Nick".
Away to the window I flew like a flash,
Sure that it was only Horizon's late Dash.

Then he called his position, and there could be no denial,
 "This is St. Nicholas One and I'm turning on final."
 When what to my wondering eyes should appear,
 A Rutan sleigh, and eight Rotax Reindeer.

Cleared for the ILS down the glideslope he came,
 As he passed all fixes, he called them by name:
 "Now Ringo! Now Tolga! Now Trini and Bacun!
 On Comet! On Cupid! "What pills was he takin"?

Those last couple of fixes left the controllers confused,
 they called down to the office to give me the news.
 The message they left was both urgent and dour:
 "When Santa lands, could he please call the tower?"

He landed like silk, with the sled runners sparking,
 Then I heard "Exit at Charlie," and "Taxi to parking."
 He slowed to a taxi and exited Three-Two,
 as he came down the taxiway the sleigh bells' jingle grew.

He stepped out of the sleigh, but before he could talk,
 I had run out to him with my best set of chocks.
 He was dressed all in fur, which was covered with frost
 and his beard was all blackened from Rotax Reindeer
 exhaust.

His breath smelled like peppermint, gone slightly stale
 and he puffed on a pipe, but he didn't inhale.
 His cheeks were rosy and jiggled like jelly,
 His boots were as black as a cropdusters belly.

He was chubby and plump, a right jolly old fool,
 and he kindly informed me that he needed some fuel.
 A wink of his eye and a twist of his toes,
 led me to know he was desperate to powder his nose.

I spoke not a word, but went straight to my work,
 and I filled up the sleigh, but I spilled like a jerk.
 He came out of the restroom with a sigh of relief,
 and then picked up a phone for a flight service brief.

And I thought as he silently scribed in his log,
 that with Rudolph, he could land in eighth-mile fog.
 Next, he completed his pre-flight, from the front to the rear,
 then he put on his headset, and I heard him yell "Clear!"

And laying a finger on his push-to-talk,
 He called up the tower for his clearance and squawk.
 "After departure fly heading three two zero," the tower called
 forth,
 "and watch for a Luscombe inbound from the North."

Then I heard him exclaim, 'ere he climbed in the night,
 Merry Christmas to all, I have traffic in sight."

For the Web Heads: Links

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

Free to good home: Lowrance AirMap GPS (ten years old,
 includes car power adapter, yoke mount, manual, hard case).
 I'm cleaning the garage! Call Marissa: 425-235-0330.

This space available for free member classified ads. Contact the newsletter editor.

Officers and Staff

President	<u>Frank Marshall</u> 94-35 franklinmarshall@comcast.net	Hm: 253-838-1661 Cell: 206-498-1164 Fax: 425-234-3651
Vice-President	<u>Joe Kranak</u> 7M-HC joe.kranak@boeing.com	Hm: 425-391-6071 Wk: 206-662-4400 Cell: 206-856-7948
Treasurer	<u>Bob Bumpous</u> 9U-RK robert.h.bumpous@boeing.com	Pager: 206-416-5401 Wk: 425-234-3237 Fax: 425-234-9048
Ops Officer	<u>Walt Cameron</u> 94-35 wmcameron@msn.com or walter.cameron@faa.gov	Hm: 425-643-0947 Wk: 425-917-6460 Fax: 425-234-3651
Safety Officer	<u>Bob Guthrie</u> 94-35 robertguthrie@earthlink.net	Hm: 206-524-2171 Cell: 206-372-6052 Fax: 425-234-3651
Secretary	<u>Darrel Spitze</u> 0Y-AF Darrel_BEFA@comcast.net	Home: 425-467-0201 Wk: 425-266-3801 Fax: 425-717-3861
<u>Office Staff</u>		
Ops Manager	<u>Wes McKechnie</u> 94-35 befa_ops@mindspring.com	Hm: 206-932-2935 Wk: 425-237-2332 Pager: 206-540-7720
Mike Lunning, Diana Cassity	befa_office@mindspring.com	Wk: 425-237-2332 Fax: 425-234-3651
Darlene Jaymen	befa_account@mindspring.com	Wk: 425-237-2332 Fax: 425-234-3651
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:	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:		
	Doug Jacobs	Cell: 206-853-3164
E-mail DL:	Moliere Francois moliere.francois@boeing.com	Wk: 425-342-6784
Newsletter Editor		
	Marissa Singleton M/S 8R-79 marissa.k.singleton@boeing.com	Wk: 253-657-3276