

✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

<u>Name</u>	<u>Class</u>	<u>Location</u>
Oliver Ferrante	I	RNT
Russell Gelfan	I	PAE
Aaron Hsiao	Guest	RNT
Mark Kaehler	Guest	RNT
Bill Lee	II	RNT
Darryl Ljunghammar	I	RNT
Sam Marmon	I	RNT
Amisha Patel	I	RNT
Jon Perrault	Guest	RNT
Wes Snowden	Guest	PAE

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Saul Quezada	4/4	Lancaster
Victor Yang	4/6	Behrend
Robert Maynard	4/12	Demco
Kyle Bissell	4/15	Hickman

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Fabien Mandrillon	4/2	Private	Demco
Scott Hunziker	4/11	Instrument	Wolvington
Kim Blair	4/20	Comm SEL	Yager
Doug Jacobs	4/20	Comm MEL	Wolvington
Yoshinari Suzuki	4/23	Private	Lancaster

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	5/18	RNT

From Your President
By Frank Marshall

The Evolution of the Rules: BEFA was established in 1954 under two founding documents, known as the *Bylaws* and the *Procedures Manual and Rules of Operation*. They were

obviously well conceived, having supported the survival of a healthy organization for 53 years and counting.

The experience gained over the intervening years, however, has made it obvious that certain changes were necessary, usually to cover situations not envisioned by the founders, and the documents have been revised many times. One might think that this process would have converged by now to the perfect set of governing documents, but, alas, in just the past year alone, the board has encountered a fair number of situations that exposed loopholes or flaws in the rules. Thus the revision process has been ongoing.

The following is a summary of the recent rules revisions. Some have already been incorporated in the April 8, 2007, version available now on our web site, and some will soon appear in the next revision.

- Wording has been changed to allow some discretion on the part of the Safety Officer regarding the *automatic* grounding of the PIC until a safety board hearing when an incident renders an aircraft unairworthy. The need for this change was made abundantly clear when a fuel truck backed into 7568T before engine start (with an FAA designated examiner also on board!), damaging an aileron. The pilot was allowed to complete his check ride in another airplane.
- Extended cross-country reservations now must be made *in writing* to the Renton office staff, who will enter them into Schedule Master.
- The definition of float plane hours, used in requirements for pilot qualification and currency and instructor qualification, has been changed to relate it to the number of water landings.
- The conditions under which new members can request a full refund of their paid share purchase during the first 60 days of membership have been restricted to prevent the occasional gaming of the system by a clever pilot looking for a short-term currency brush-up.
- Wording has been changed to clarify when a requested LOA status may begin.
- The conditions under which people on LOA can return to active status before reaching 12 months on LOA status have been broadened somewhat. They now cover people whose original LOA requests were due to loss of eligibility to fly for medical reasons or loss of employment.
- There have been several modifications to the table concerning instructor requirements. Notable among them

are:

- o A CFII rating is no longer a requirement for becoming a High-Performance/Complex instructor, but 500 hours total time is.
- o 75 hours of instrument time has been added to the requirements to be a Basic Check Pilot.

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

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
PA-28-151	\$68.00	\$11.69	\$79.69
PA-28R200	\$89.00	\$13.32	\$102.32
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00
SR20-WD	\$113.00	\$17.76	\$130.76
SR20-WE	\$133.00	\$17.76	\$150.76

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

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

HELP NEEDED

If anyone can finish the flooring installation and toilet installation in the back office space we would be very grateful. The material is all purchased and waiting. Please contact the office.

FREE CABINETS & SHELVES

We have some surplus free cabinets and shelves. If you are interested, contact the office.

CROSS COUNTRY FLIGHTS AND ROUTINE TYPE MAINTENANCE

A reminder that prior to your extended cross country flights it is required that you check for upcoming Annuals, Routines, AD's or oil changes and project if they may fall in your flight. Coordinate with BEFA Ops to get these tasks done either prior to your flight or to discuss plans and instructions on getting it done while you're on the trip.

NIGHT FLIGHT REMINDER

Yup, the days are getting longer. Now's a good time to get your 3 full stop take off and landings in before it takes a late 2200 hr + flight to meet the currency requirements. If it's been a while, you may want a review night ops with one of BEFA's CFI's.

FUELING AND RAMP OPERATIONS

There are 3 important items to pass along regarding ramp and fueling operations.

- 1). Proflight's (RNT fuel providers) cell number is no longer valid. It has been taken out of service. You must call the office (425) 228-9510, to request fuel. Messages will be picked up regularly if the office is not staffed. The "fuelers" will be contacted by pager from the office. This was instituted to provide better response time & service. Let me know if you see any difference in service response time.
- 2). A note about not allowing children on the ramp without being restrained by their parents or guardians. We've had a couple of incidents where kids were running around the ramp area. A fueller had to avoid a child, and one plane who had just started the engine, shut it down over concern of the prop moving and the proximity of a child. This is a good time to re-read the attached "BEFA RAMP PROCEDURES". (See last page of newsletter)
- 3). Proflight wants pilots to be aware that they will not be driving down the "ramp alleys" when there are aircraft positioned on the ramp centerline with engines running.

With the summer flying season around the corner, we're seeing jam ups develop on the ramp. Please stay calm, avoid ramp rage (remember, you're pilots not drivers), and use common sense. If you need more time than usual, please consider moving to another unused ramp area, like south of us in the old Boeing "B" pad area, to finish out your checklist or instruction.

GRIEVANCES/INCIDENTS:

- 4/07 704ML found "filthy", pockets/floor full of junk.
- 4/22/07 5344K found with no gust lock or pitot cover installed.
- 4/27/07 54088 Pilot door found locked but opened/unlatched.

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:

- Austin Watson for making a new transformer box for the

KLN 94 sim.

- Jeff Harding, Jack Yager, Fred Quarnstrom, Keith Murphy and Lis Demco for helping with the billing statements.
- John Scarce for repairing some tiedowns.
- Daryl Hickman for repairing broken towbar.
- Dane Olmstead for fixing the toilet.
- Mark Morse for picking up and delivering supplies to PAE.
- Tim Veryioglou and Bryan Bozeman for installing shelving on the side of the PAE hanger.
- Jack Yager for picking up prop governor.
- Jeff Harding for helping restock supplies.
- Karen Stemwell for picking up pilots.
- Jim Goodnow for helping with folding the surveys.
- Daryl Hickman for getting extra keys.
- Chuck Malmsten for donating pizza at the March CFI meeting.
- Harlan Zentner for continuing to work on the lounge project.
- Travis Nelson for weed whacking the Renton BEFA property.
- Yenew Kassaye, Douglas Withers and John Scarce for replacing tie down straps.
- Karen Stemwell for moving planes.
- Bob Bumpous for painting the surplus office space bathrooms.
- Brian Behrend (CFI) for overseeing BEFA PAE, and setting up the Clearwire wireless system at PAE.

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.
- Someone to help move an electrical outlet a few feet in one of the bathrooms
- Metal roof experience needed to repair/redo our hangar roof
- Anyone with pavement paint-stripping 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

This month's Flight Training magazine includes the famous old line "A good pilot is always learning" on the cover. That is what I try to write about each month. However, they had two articles on "first solo" and please forgive me but that caused me to think about mine. If you get bored skip to the last line because I am going to try to tie the cost of flying then to the cost of flying now.

Wichita Kansas was hot on August 6, 1948, and I had had seven hours of flight instruction including spin training and recovery when my instructor got out for that famous three times around the patch. Wilson Field was a pasture northeast of Wichita with a North-South runway mowed short so you could tell where the runway was. There was also a Southeast-Northwest runway that I had never used. Guess what, the wind changed for the first time that summer and my first and only experience with the short runway was my three times around the patch. There was of course a power line at the approach end of the short runway and on my first approach, the lift I got from the dirt road was replaced with a noticeable sink just over the powerline and I can still remember the look on my instructor face as the airplane settled. Obviously it all worked out, and I still talk to my students about the sink at the approach end of 15.

I started flying one month before on July, 6 in a two seat 85 horsepower Luscombe. It was a nearly new airplane and my instructor was very proud of it. I was introduced to the airplane with the following comment, "she is an all metal machine with an electric starter, so when you tip it over, all we have to do is replace the tail, wing tips and propeller. Since it was a conventional landing gear there was no need for more ground instruction. The field did not have a tower and the plane did not have a radio, so let's go flying. It was and still is awesome.

I just read the new price list for May, and it is getting expensive, but in those early days, I had to work one day to pay for one hour of flight in that two seat Luscombe, so when I think about that, the price now looks pretty good.

Fly Safely.

Bob Guthrie

Letter from the Field

By Joe Walker

Editor's note: Back in August 2005, Wes wrote: "Many of you remember Joe Walker when he was getting his Private License as a teenager here at BEFA. His dad Bill is also a rated pilot flying here and past BEFA "Member of the Year". Joe went on to become the youngest Apache helicopter pilot (he's just about to turn 23) in the Army, and some of you will remember the updates he provided for our newsletter describing his training. Joe came back home after 6 months of almost daily combat flying in Iraq for a two week leave

and told us of his experiences. The one that made the nightly news was his being shot down. They counted 18 bullet holes that shot out both engines and the hydraulic system of his Apache. He was able to nurse it over towards Baghdad International Airport and put it down within the protected perimeter, executing a safe engine out emergency landing without injury to the crew."

Here is another fantastic article from Joe. He is heading back to Iraq soon, and we wish him another safe tour of duty and swift return.

It's been a while since I've been an active member of BEFA. About 4 years to be exact but I've still been busy flying. I'll be heading back for my second tour in Iraq in a few weeks. Getting ready for my second year of flying combat missions over Baghdad, a lot has changed. Not the fighting but the people I'll be flying with. Last time I was the youngin' but since we have been back I have been helping to train the new guys for flying over Baghdad. Unfortunately I'm still the youngest pilot in the battalion, even after 3 years. So it's weird to be giving advice and pointers to other pilots who have more than a few years on me but who have not been to combat yet.

We arrived stateside in January of 2006, good to be home. Most of us logged around 800- 1,000 hours of flight time over Baghdad flying close air support operations in the Apache. It had its moments of fun, boredom and sheer terror, luckily the fun moments stay as warm memories and the others fade with time.

Once our aircraft came off the boat in Savannah we were lucky enough to fly them to Mesa, Az. This allowed us to stay in Phoenix and more importantly next to the ASU campus. The route was easy, fly to Biloxi, Mississippi, and gamble the night away at the Imperial Palace. Fly the beach to Lake Charles, LA. Observe the destruction of Katrina, go fly over the guy who claimed salvage rights to a 250' casino boat because it now lays in his back yard. Stay the night in Austin, on 6th street of course. Fly to Pecos, Tx. have a horse stick its head into the cockpit when the rotors stop and eat the best free burritos any where in the country. From there onto El Paso to Carols & Mickey's bar and grill for the burn-your-throat-hot chips and salsa washed down by a grande margarita.

Next day is the best flying of the whole trip, flying through 7,000' mountains at 100' and 140kts is a real thrill. Down the Salt River over the inner tubers into land at the Boeing plant in Mesa. I was lucky enough to complete this trip both ways about 8 times, nothing better than flying a \$30 million gunship with your best friends.

Getting ready to go this time feels different, I'll be in the backseat, the Pilot in Command (PC). Which is great, it's all I have ever wanted to do, to be a military pilot. But now I'm responsible for the person in the front seat, the guys who have wives and families. It reinforces me to be as proficient and knowledgeable as possible in my aircraft, weapon systems and

tactics. I'm glad to only have one other pilot with me in the aircraft, unlike my Blackhawk and Chinook brothers, who may have between 10 and 30 people riding with them on any given day.

I look forward to going over again and doing the job the Apache was meant to do. Protect the guys on the ground, find the enemy and give him a swift departure. Life is simpler over there. Simple, not easy. It's simple in that you have only a few things to do, preflight, fly, shoot, land, eat, workout and sleep. It helps make the days, weeks and months go by as fast as possible. And the people you go over with make all the difference - I've never had closer friends than the ones you make in combat. Whether it's the people who are there by your side when we all have a loss or it's the guy who takes advantage of Wal-Mart's "free shipping to the troops" policy to purchase a half dozen 3-man water balloon launchers to help beat the heat of the summer. Or the crew chief who marshals you out of your parking spot with his pants around his ankles.

This is not to say we lose focus on what we are there to do. Morale is high among the pilots, we are getting a chance to make all the training count, to unleash our wrath on those who would do our troops harm. To see our troops jump up and down when they see us rolling in on the enemy. It is a very serious and dangerous role we have. But one of so much importance, it constantly fills us with pride.

About midway through my last tour I was only a week out from going on R&R to see my family and friends. I was ready to go home, leave war behind me and decompress. A few days earlier, my best friend and I were in aircraft that were shot to pieces in a fight over Baghdad. So I tried to limit any additional time I had to spend over the city as much as possible. Two days before heading home, we were in our fifth hour of flying at night, tired and drained - we just wanted to go home. We had just completed our battle hand over and were turning for home when we had a call on the radio for convoy support. We accepted their request, seeing as how they were headed to our base and we had the fuel to give them air cover. It was uneventful, prolonged our mission only another 20 minutes. They hit the gate and we landed for debriefing and breakfast. In the chow hall, a group of haggard guys came up to us looking for our callsigns; they introduced themselves as ones we just escorted. We all shook hands and talked, half way through the meal a picture was handed around. It was of a small girl on a swing set, with her mother. I was told by a guy who looked no older than 19 that it was her birthday today. And that as soon as it was morning in the states he would be calling her. The past two convoys they have gone on they were hit with IEDs and had lost one of their friends and 2 wounded. But they knew that no one got hit when Apaches were over head. This day it held true, and he thanked us for looking out for him and his buddies, and for getting him back to call his daughter on her birthday. That brought me back into what I was there to do and I was disappointed at myself for being self serving earlier.

Stories like these help the new guys cope with what they are being asked to do. We all get excited when we get to fire our

weapons at the enemy, watch them fall from the might of our bullets, rockets and missiles. But is the aftermath, the time when you were 5 minutes too late and the down time afterward. That's when we get to think about what we do. This is where the people you fly with and the people you support get you through the year.

When I return, I look forward to buying my own plane. I have my eye on a fast little Glasair III taildragger out in Alabama. And I look forward to flying around the east coast in my off time. Currently I have been flying a Diamond Katana and an Arrow II RG to keep me busy, along with finishing off my Instrument and Commercial Fixed wing ratings. I hope to finish my CFI a few months after I get back from Iraq.

I have nothing but great memories of BEFA and the people who frequent it. I hope to be stationed at Ft. Lewis one of these years so I can return to flying in the Northwest. So far it's a heck of a lot nicer country than the deserts of the Middle East.

Joe

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

Seeking BEFA MEL pilot interested in building Multi Engine time.

Splitting rental fees 50/50 as safety pilot swapping while flying on x-country IFR flight plans. Looking to log ~100 hours MEL per year.

Email Braden at bgmann@juno.com

This space available for free classified ads by BEFA members. Contact the newsletter editor.

Officers and Staff

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Maintenance ACE Aviation Contact, in order:

- 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).

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

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BEFA RAMP OPERATIONS PROCEDURES **(KEEP IN FLIGHT BAG)**

General Procedures In The Ramp Area

1. No smoking on ramp, hangar, offices or breezeway area.
2. No non-pilots in the ramp area (**especially children**) unless accompanied by pilot or designee. Pets must be on a leash. **Children must be in physical contact with parent or guardian.**

Preflight

3. Ladders shall be used to check fuel tanks. **Do not climb on the struts.** Ladders shall be stowed on their side on the ground between wing tips.
4. Paper only on aircraft dash. No headphones, kneeboards, etc. on dash.
5. No oily/dirty rags in aircraft. Deposit them in a garbage can after use.

Ramp Handling Procedures

6. Use caution moving aircraft. Clear the wings and tails.
7. **Tow bars shall be used to handle all aircraft in all parking area.**
8. Avoid pushing vertically or horizontally on aircraft horizontal stabilizer or stabilator.
9. Do not push on the propeller spinner.
10. All aircraft shall be pulled **out and aligned with the ramp centerline, using tow bars**, before starting. Aircraft shall **be shutdown on centerline and pushed back with the tow bar**. Twin engine aircraft may be started/stopped and taxied from parking spot, if clearances from aircraft in surrounding spots permit safe operations.
11. No engine starts within 85 feet of BEFA hangar doors. Starts must be at or beyond the 3-blue lines on the ramp at RNT, to minimize prop blast into the BEFA hangar. Use **low** throttle settings.
12. Powered turns in the parking area are **not** allowed.

Post Flight

13. Try to return the aircraft to the tie down spot from which it was taken, if it does not impede other flights to do so.
14. Clear the ramp area as soon as possible after shut down.
15. Props shall be stowed in the near horizontal position to allow for wingtip clearance. **If fuel is required place the prop in the 9:00 – 3:00 position. If no fuel is required place the prop at the 10:00-4:00 position**
16. Fuel selector valves shall be left on the right tank position when the aircraft are tied down. (This helps reduce fuel transfer/loss.)
17. Rotating beacon switch shall be left on when securing aircraft. This provides a visual cue for master switches that are left on and will help to prevent dead batteries.

General

18. Cars may not be parked between aircraft. They are to be left only in designated car parking areas. Excluding engine pre-heating purposes, permission is required to drive on ramp area.