

✈ 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>
Joe Borries	I	RNT
Constantin Burur	I	PAE
Russ Gelfen	I	PAE
Olivier Godard	III Guest	Both
Isaac Karami	I	PAE
Jan Lesemann	Affiliate	RNT
Nathan Price	Family	PAE
Quynh Truong	I	RNT
David Wimmer	I Guest	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Drew Thompson	5/13	Hickman
Piotr Lubowiecki	5/15	Davis/Demco
Ab Hosseinzadeh	5/24	Davis/Demco
Tom Osmundson	5/28	Allen

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Tyler Wilson	5/1	Instrument	Yager
Eric Slagle	5/7	Private	Demco/Davis
Dayne Olmstead	5/11	Comm SES	Yager
Jon Vogel	5/12	Private	Demco/Davis
Braden Gehrmann	5/14	Comm MEL	Wolvington
Carey Lunsford	5/26	Private	Davis/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	6/15	RNT

From Your President
By Frank Marshall

The Members Speak: We had a very high participation rate in our recent survey, with a total of 148 surveys returned before the deadline. Thanks to all who participated.

The board learned quite a bit about membership attitudes on upgrades to our fleet (including both the acquisition of additional airplanes and upgrading equipment in current airplanes), and attitudes on ways to pay for such upgrades.

To put the results in context, it is important to understand that we have two very different ways to add an airplane to the fleet.

We can buy it outright. This involves a significant cash outlay, or the assumption of a sizeable mortgage obligation. Either way we have to find a way to raise the needed cash, and the survey explored members' preferences in this area.

We can lease it back from a member. In this case the owner provides the needed capital, and in turn collects the bulk of the revenues generated by its use (and realizes a significant tax advantage from the depreciation that is allowed by the IRS). The cost impact on BEFA is relatively minor, *and this approach was not addressed by the survey.*

Two membership camps emerge: We have a diverse membership, and it should not be too surprising that differing views on fleet expansion emerged from the survey. One group could get excited about the prospect of BEFA adding a top-end high-performance airplane to the fleet, while another group is more concerned about not doing anything that increases the cost of membership. Figure 1 shows the percentage of respondents who picked each proposed funding option as their first choice for purchasing such an airplane.

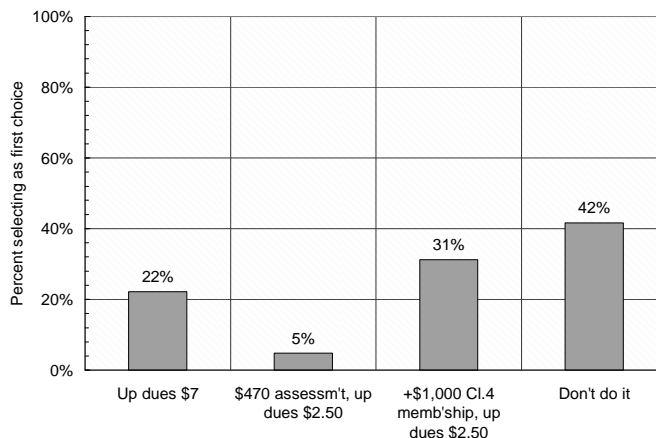


Figure 1: First choices for new airplane funding options.

Nearly half (42%) selected the “Don’t do it – keep costs down” option, but there was considerable support for a new \$1,650 Class IV membership (\$1,000 upgrade from Class III) as a funding option. (Even among those in the “Don’t do it”

camp, the Class IV membership was the second choice of 72% of them, possibly because it allows people to opt out of most of the cost impact if they don't fly the new airplane.) A \$7 per month dues increase also received considerable support with 22% making it their first choice, while there was very little appetite for a \$470 assessment across the active membership combined with a \$2.50 per month dues increase.

A similar attitude (Figure 2) was apparent with regard to funding an autopilot for a GPS-equipped C172.

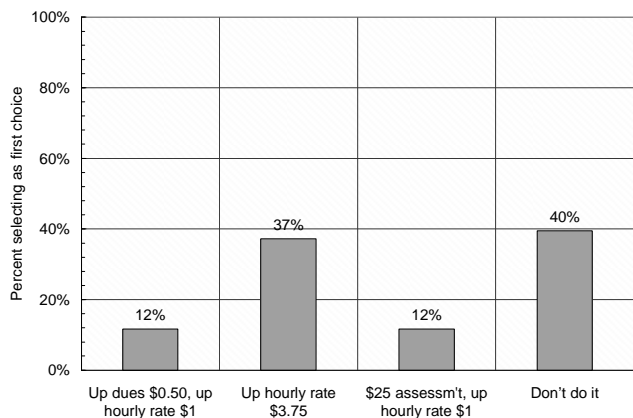


Figure 2: First choices for new autopilot funding options.

Again, 40% were in the “Don’t do it” camp. This question also revealed a preference, apparent elsewhere in the survey as well, for raising the hourly rate for a specific upgraded airplane, as opposed to increasing monthly dues. Raising the hourly rate by \$3.75 was strongly preferred (37% to 12%) to using a \$0.50 per month dues increase to hold the hourly rate increase down to \$1 per hour.

GPS’s favored: It was a different story when it came to adding GPS’s to the C172’s. As shown in Figure 3, only 19% were in the “Don’t do it” camp on this issue; apparently, our membership in general *likes* GPS’s.

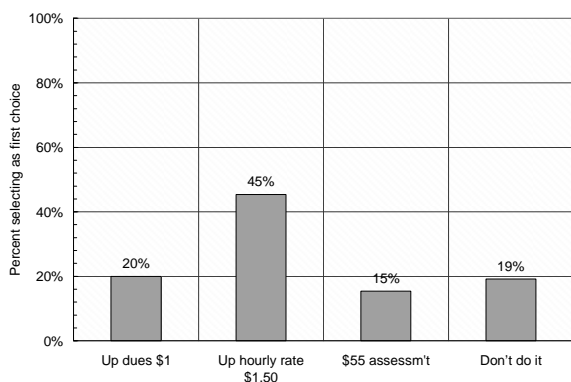


Figure 3: First choices for new GPS funding options.

Again there was a strong preference (45% to 20%) for an hourly tach rate increase over a monthly dues increase.

In an interesting side note, if a GPS/autopilot equipped C172 were available for \$5 per hour extra, there was no consensus on its desirability; 24% said they would prefer it, 23% would avoid it, and 39% wouldn't be affected.

Many new airplane options supported: As to the preference for which airplane type to add to the fleet, the results were relatively evenly spread among the four options given, and “Other,” with a slight nod going to another C172 (Figure 4).

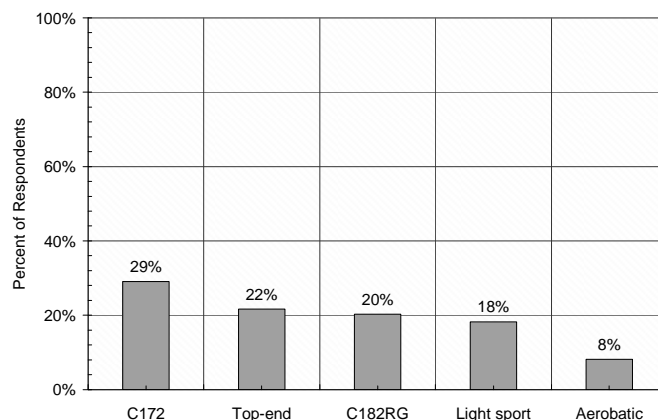


Figure 4: First choices for adding an airplane to the fleet.

A number of people picked the “Other” option and then wrote in a high performing airplane like a Bonanza or a Mooney. Those votes were tallied in the second category, “Top-end high-performance.” Among the remaining “Other” votes were also enough write-ins for some form of tail-dragger/aerobatic airplane, that it was the fifth most popular category over all. (One could surmise it might have done even better if it hadn't been relegated to write-in status.)

Two aircraft upgrades favored over two others: Among the four potential improvements to our existing airplanes that were offered as options, two (fiber optic panel lights and inertia-reel 4-point harnesses) were the first choice of a significant number of people, while the other two had relatively little support (Figure 5).

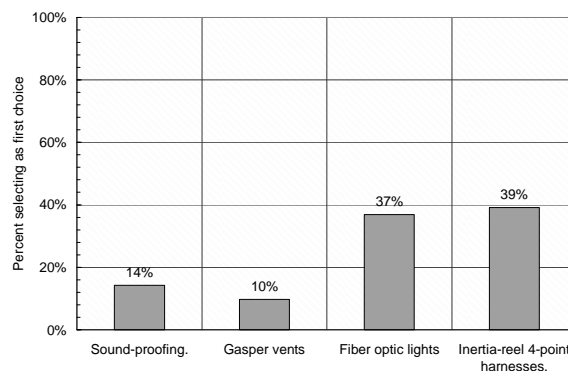


Figure 5: First choices for aircraft improvements.

Current newsletter distribution method stands: On the question of how the membership prefers to receive the newsletter, there was a strong plurality in favor of having it mailed with the monthly statements (the current method), so that will continue.

It is obvious that the preferable way for us to acquire an additional airplane, especially an expensive one like the “top-end high-performance” one addressed in the survey, would be through a leaseback arrangement rather than through a purchase. This would allow us to avoid having to raise a large amount of capital, and those whose primary concern is holding down costs would not be affected. At the same time those who would be excited about the opportunity to fly such an airplane would have access to it. (The Arrow, the Duchess, and the Cirrus are examples of airplanes that are currently in our fleet through leaseback arrangements.)

This requires that we have a potential lessor whose proposed airplane is a good match for what a significant part of the membership wants. We and a member are exploring just such an arrangement right now on a very nice “top-end high-performance” airplane – stay tuned.

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

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$36.48	\$195.48
C150	\$52.00	\$10.56	\$62.56
C172	\$68.00	\$15.17	\$83.17
C172SP	\$75.00	\$17.09	\$92.09
C172XP	\$120.00	\$14.59	\$134.59
C182Q	\$100.00	\$24.96	\$124.96
C182RG	\$105.00	\$25.34	\$130.34
Citabria	\$75.00	\$15.17	\$90.17
PA-28-151	\$68.00	\$15.17	\$83.17
PA-28R200	\$89.00	\$17.28	\$106.28
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00
SR20-WD	\$113.00	\$23.04	\$136.04
SR20-WE	\$133.00	\$23.04	\$156.04

(“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

PAE FIELD BEFA HANGAR MOVES CLOSER TO CIVILIZATION

The BEFA PAE hangar location is being moved closer to civilization. We have a hangar a couple of bays down from the (heated!) flight planning room just across from Regal Air.

The Flight Planning room has table and chairs. The hangar doors open on the west side, facing the Jet Deck parking lot, so ease of access and a real car parking area are now just a few steps from our hangar. Logistics for fuel and maintenance will be considerably easier (no more “three dollar taxis” for fuel/maintenance, no security badges needed etc....). If desired, the new BEFA PAE Clearwire connection should transfer too. We will have the three tiedowns at the south end of the hangar row also. Note that PAE Field is going to institute a \$20 badge fee shortly, and this will be avoided since badges are not required for the new location. Also, anyone with a Paine Field gate badge needs to return them to the Paine Field Administration office. They will be contacting you regarding this.

PAINE FIELD DIRECTOR OF MAINTENANCE IS CHANGING

I was notified that our long time Paine Field Director of Maintenance, Brian Barth, is leaving Regal Air and moving on to a different occupation. Regal is still our maintenance provider at PAE. We’ve been served well by Brian, and his oversight of our PAE fleet has been a comfort to us. Service will be not be interrupted by Brian’s departure, and our operational process for maintenance remains the same. We wish Brian all the best on his new endeavors.

“..... EXPEDITE YOUR TAKE OFF...”

It was requested that we need to be a bit more brisk in compliance with our take off instructions, particularly when the tower tells us to “expedite” our take offs. It’s been noticed that many BEFA planes tend to stop on the runway and/or delay their take off which in our busy environment makes for potentially dangerous situations and frustrations for the controllers. If for some reason you are not ready to go, inform the tower prior to crossing the hold short lines, or advise them ahead of time you will need a few extra seconds while on the runway prior to rolling, a technique that the professional pilots employ.

On that note, also be careful of blocking the BEFA ramp area for too long of a time. There was one plane last month that blocked two planes from getting out behind them for more than a few minutes. You don’t have to rush and make an unsafe cockpit environment to be courteous. There is always the option of pulling it out to the side of the ramp area or on the old “B” pad on the south side at BEFA RNT if you need more than the normal time. Or perhaps you can check what you can do to be better prepared prior to entering the cockpit. Your fellow members thank you.

GRIEVANCES/INCIDENTS:

- 5/1/07 704ML left gas cap found lying on the wing.
- 5/11/07 704RY left air vent pulled all the way out of receptacle and left dangling. No squawk or notification of this.

- 5/12/07 733XW Fuselage dented and scratched from seatbelt being left out during flight. No one reported it though.
- 5/14/07 704GC Garbage and oily rags left in the back pocket of seats.
- 5/14/07 54088 Pilot door left unlocked.
- 5/19/07 736NN 1" hole found in right float.
- 5/26/07 5344K Gust lock not put in
- 5/30/07 5344K Tail tiedown left off; chock left off and door unlocked.

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:

- Travis Nelson for weed whacking the RNT property (once again!)
- Brian Behrend, Doug Jacobs and Mike Dubbery (CFI), for their continued oversight of the PAE operation.
- Jeff Wirrick and Shad Pipkin for their generous participation and support in the Boeing/PAE Fire Department seminar.
- Howard Wolvington (CFI) repositioning planes
- Tony Livic for picking up and delivering 0-320 cylinder from PWT to BEFA
- Bob Guthrie (CFI) for helping with the invoices.
- Joe Avila for picking up O-200 cylinders.
- Scott Hunziker for delivering O-200 cylinders to PAE.
- Andreas Weisweaver for fixing tiedown.
- Travis Nelson for hauling trash away, 2 different times!!!!
- Bob Guthrie (CFI) for picking up pilots.
- Howard Wolvington (CFI) for picking up supplies and float truck fuel.
- Karen Stemwell for filling in for Diana when she's out.
- Kip Davis (CFI) for taking out the trash.
- Someone for soap in the ladies room.
- Les Kyger for taking the time to give us a heads up (from the tower), when a cool airplanes come into KRNT.
- Will Allen (CFI) and Norm Craven (CFI) for picking up planes.
- Diana Klug and Glen Dalby for donating the BEFA hand vacuum.
- Bob Guthrie (CFI) for moving planes
- Kip Davis (CFI) for moving planes.

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

Summer is coming and even though it is raining as I write this, extended cross country flying is on the increase. PLEASE HELP ME BY REREADING THE EXTENDED CROSS COUNTRY RULES. Section 5.6 defines extended cross country flights, and establishes the need for an itinerary. Section 6 provides the definitions you need to know with regard to reservations, and minimum flying charges. The definitions do not describe the BEFA itinerary form and **the Board has changed the form leading to some confusion by those who have old forms at home. Please destroy the itinerary forms in your possession that do not have the blocks in the bottom right hand corner for "airplane scheduled", and "check received."** There are at least two opinions in our membership regarding the subject of deposit requirement made at the time of an extended cross country reservation. We have been accepting both opinions as valid, and if the itinerary form arrives by fax with the notation that a check is not required because it is a one day flight we schedule the flight. I will take this up with the BEFA rules committee the next time we meet, to make sure we are observing the intent of the rules.

I have made one mistake so far this year that I know of with regard to scheduling someone's cross country flight. Please help me make sure that it is my last one. Review rule 6.1.2 section c, "The total minimum deposit, in accordance with paragraph 6.3.2, must be made at the office at the time the cross country reservation is made or the reservation is invalid, and will not be entered in the reservation system." To me this means the fax is no longer a helpful way to schedule a cross country flight.

Our office process is simple. When the new form arrives with

a check (or the notation that a check is not required), Diana schedules the airplane and puts the form in the cross country tray for my review. I look to see if you are current with BEFA rules, review the flight plan and if I know the airports you are headed for approve the plan. If I am unsure, I call you. It is simple but not foolproof, as at least once a fax came in when Diana was not in, and some helpful soul put the fax in my box. I know the pilot and the route and approved the flight plan, but the airplane was not scheduled. My acceptance of the old form caused a conflict, and I promise not to make that mistake again.

Fly Safely.
Bob Guthrie

**Mountain Flying and More in the Latest
Jeppesen Employees Flying Association
Newsletter**

The Jeppesen Employees Flying Association has posted its May newsletter. Among the very interesting articles is one on mountain flying in Colorado. To find their May newsletter and newsletter archives, visit their website at: <http://www.flyjefa.org>.

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 Scearce john.p.scearce@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

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>Matt Smith</u> 94-35 mattsmith@yahoo.com	Hm: 425-562-3076 Wk: 425-234-1071 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>Bob Ingersoll</u> 94-35 robertji77@aol.com	Home: 206-772-3351 Cell: 206-755-7870 Fax: 425-234-3651
Office Staff		
Ops Manager	<u>Wes McKechnie</u> 94-35 befa_ops@mindspring.com	Hm: 206-932-2935 Wk: 425-237-2332 Pager: 206-540-7720
	<u>Mike Lunning, Diana Cassity</u> befa_office@mindspring.com	Wk: 425-237-2332 Fax: 425-234-3651
	<u>Darlene Jaymen</u> 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	
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:	<u>Brian Behrend</u>	Wk: 425-266-9134 Cell: 425-280-1215
Facilities:	<u>Oscar Naimi</u>	Wk: 425-315-0566
Safety Mgr:	<u>Mike Dubbery</u>	Cell: 425-239-3630
Membership/Communication:	<u>Doug Jacobs</u>	Cell: 206-853-3164
E-mail DL:	<u>Moliere Francois</u> moliere.francois@boeing.com	Wk: 425-342-6784
Newsletter Editor	<u>Marissa Singleton</u> marissa.k.singleton@boeing.com	Wk: 253-657-3276 M/C 8R-79

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.