

✈ 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>
Daniel Biasley	I	PAE
Tsz Him Chan	Guest I	RNT
Murry Malsbury	Guest III	RNT
William Ng	Guest I	RNT
David Palm	HI Associate	RNT
Mike Wild	II	RNT
Chun-Ming Woo	Guest II	PAE

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Brian Vaivadas	6/17	Hickman

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Bill Stocker	6/6	Comm SEL	Yager
Mike Reilly	6/21	Private SEL	Behrend

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	7/20	RNT

From Your President By Frank Marshall

The Final Flight of Aircraft 733XW: Every flight instructor strives to use a mountain check ride to instill in his or her student an abiding respect for how dangerous the winds can be in mountainous terrain, particularly on the lee side of a ridge. It is doubtful that that message has ever been more effectively ingrained into a student's brain than on a recent BEFA mountain check ride into Ranger Creek Airport (21W) in 733XW.

Both before and after the landing at Ranger Creek, the wind sock was observed hanging limp by its pole. Shortly after leaving the ground on takeoff, however, a sudden and powerful wind gust drove the airplane down and to the right, with an apparent tailwind component killing off some of their

airspeed.

The instructor wisely made an instantaneous decision to abort the takeoff and land in a cleared but mogul-strewn ATV practice area beyond the end of the runway. Thanks to some skillful maneuvering (avoiding a barricade designed to keep ATVs off the runway) he was able to effect a landing from which, thankfully, both occupants walked away uninjured.

Unfortunately, the airplane did not fare as well. The damage was extensive enough that it had to be declared totaled. (A more detailed account of what happened will appear in next month's newsletter.)

This leaves us short a 172 right as we move into the peak of the flying season. The Board is also mindful that the top vote getter in our recent member survey for an addition to our fleet was "another C172." Losing one is hardly moving in the right direction.

I have asked Howard Wolvington to lead a team that is now searching for a replacement airplane that we can buy and bring on line as quickly as possible. With the insurance money from 733XW and reserve funds available in our fleet upgrade fund, we are in a position to pay cash for the replacement without taking on any debt. The goal is to find something IFR capable and no older than a P-model (like 5344K and 54088).

Facility Upgrades: By now the Renton folks have surely noticed the spiffy new roof on our office building. We owe many thanks to Bob Cutler, who did most of the installation of the new roof, and to Kip Davis, who removed the old one.

We are also in the process of purchasing a video camera system, which will provide a measure of security both in the ramp area and in the office area.

Also planned is a resurfacing of the asphalt areas of both the ramp and the parking lot, probably late this month. This will require a period of 24 hours to cure before we can drive airplanes or cars on it. Watch the Schedule Master messages for notices on the temporary relocation of parking areas for both airplanes and cars.

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

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$33.82	\$192.82
C150	\$52.00	\$9.79	\$61.79
C172	\$68.00	\$14.06	\$82.06
C172SP	\$75.00	\$15.84	\$90.84
C172XP	\$120.00	\$13.53	\$133.53
C182Q	\$100.00	\$23.14	\$123.14
C182RG	\$105.00	\$23.50	\$128.50
Citabria	\$75.00	\$14.06	\$89.06
PA-28-151	\$68.00	\$14.06	\$82.06
PA-28R200	\$89.00	\$16.02	\$105.02
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00
SR20-WD	\$113.00	\$21.36	\$134.36
SR20-WE	\$133.00	\$21.36	\$154.36

(“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

VOLUNTEERS REDO OFFICE ROOF

Many thanks go to Bob Cutler and Kip Davis for reroofing the office. They were supported by Yenew Kassay, Tom Forbes, and Pete Neumann. Bob Cutler “ramroded” the job and put in several days on this task, some by himself, and saved the membership quite a bit of money. We owe these hardworking guys many thanks! This is another example of volunteerism keeping the costs down.

PILOT LOUNGE

Work has commenced again on the BEFA Pilot Lounge. Renton volunteers are now giving of their valuable time putting up the donated sheetrock, and mudding/taping.

RAMP OPS

A reminder that children are not allowed on the ramp unless they are going to or leaving a plane, with an adult. They need to be in control of an adult at all times. We’ve had another issue even after sending out the Ramp Operations Rules in last month’s newsletter.

PRIORITY - CANCELING FLIGHTS

If you are not flying a plane you have booked, cancel it as soon as you can. If you have come back from a flight early, cancel out the balance of the time booked. This not only frees up resources for other pilots to use, but really helps maintenance in slotting needed pop up type maintenance. It’s

very frustrating to see planes sitting on the ramp that are shown on Schedule Master as booked out to fly and we could have had an hour or two of squawks repair work done. If you notice a particular member who is not doing this on a repeated basis, please note the name, time, tail number and date and contact the Staff or the Board Operations Officer.

WEATHER INFO TIP

When we just get DUAT data it is usually just a snapshot at a particular moment in time. One way to evaluate weather in more detail is to check on the recent past report trend, say in the last several hours. While we should still be relying on the FSS Briefer, (yes I know, Lockheed contracting of the FSS’s is still having problems, but you can get through with varying degrees of patience), another way to obtain this “trend” info is aviationweather.gov. You can get from 1 to 36 hours of METAR reports and track if there is varying wind gust conditions etc.... This can help fill out the “snapshot” glimpse we get from DUATS. But remember, in certain critical situations such a recent storm activity, occluded fronts or mountain flying, an FSS is the go to source. The FSS briefer has far more experience than us in disseminating weather, and professional human interpretation can be invaluable.

GRIEVANCES/INCIDENTS:

- 6/5 07 704GC Oily rags left in plane.
- 6/28/07 54088 Gust lock left off.
- 6/28/07 704GC pax window left open.

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:

- Bob Cutler, Kip Davis (CFI) for reroofing the office. Supported by Yenew Kassay, Tom Forbes, Jon Brown & Pete Neumann.
- Brian Behrend, Gordon Robinson, Bill Bovard, Cole Waldo, Mike Reilly, Richard Siers, Sandor Paulay (CFI) and Dan Baisley for helping with the Paine Field BEFA hangar move.
- John Scearce for fixing the tiedowns.
- Bill Stocker for repositioning airplanes
- Bob Guthrie (CFI) for repositioning airplanes.
- Jack Yager (CFI), Pete Cookman, Matt Shaw, Jim Goodnow, Bob Guthrie (CFI), Kyle Bissell, for helping with the invoices.
- Kip Davis (CFI) for helping with the filing in the office and delivering parts.
- Doug Johnson for picking up fuel for the float truck.
- Charles Manry for painting the pilot lounge ceiling.

- Howard Wolvington (CFI) for picking up parts at PWT.
- Jon Brown and Chuck Malmsten for starting the sheetrock of the BEFA Pilot Lounge.
- Jim Goodnow for getting supplies.

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.
- Metal roof experience needed to repair/redo our hangar roof
- Anyone with pavement paint-striping experience needed.
- Help needed with weed whacking the tarmac area
- Oil bottle fillers needed
- Fluorescent lights and old ballast lights need to be hauled out and recycled

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 here. We are setting flight hour records, and unfortunately, a few of us are not completing the flight exactly as planned. This month's Flight Training magazine includes an article on takeoffs. Did you know that 17% of airliner accidents occurred during the takeoff and initial climb, second only to the number for approach and landing? I didn't. How should we practice at a busy airport like Renton for that unexpected event, such as: the oil door comes open; the engine does not develop full power; or the airspeed does not come up? All of those things have happened to me on long runways, so the recovery has been simple except once. Do you always say, "airspeed is alive", or "we have full power and acceleration is normal", or something else to ensure that the intended takeoff is "normal"? I thought I always did until one fine morning in the Citabria. The power came up, the acceleration seemed normal and we did not look at the airspeed. Guess what? No airspeed and we were too far down the runway and too high to put it back down. Since I am writing this you can assume it worked out all right. We followed the rule fly the airplane first, went around the pattern, landed and found out the mechanic had made a mistake. Please have a complete takeoff plan before you advance the throttle and fly to the plan. Flight training says

there are 12 steps to safe takeoffs, how many do you have in your plan?

Fly Safely.

Bob Guthrie

A Flight's Never Over, Until It's Over

By Joe Kranak

Treating my wife to a belated Mother's Day dinner at Friday Harbor sounded like a great idea. The official weather revealed severe clear. All that was necessary was to follow standard procedure; plan the flight, reserve the Cirrus, make reservations for dinner at the Downrigger, file the IFR flight plans, pre-flight the airplane, load up and go. Everything went according to plan - well almost everything.

The flights to and from FHR, as well as the GPS 15 approach to RNT were operationally uneventful. At ~21:15 PDT the prevailing winds at RNT were reported as 190° at 12 with gusts to 19. The sky was clear and visibility was unobstructed; however, the runway lights were illuminated, since sunset had occurred about 35 minutes earlier. Touchdown and rollout were surprisingly smooth given the low light and gusting crosswind. Ah, I thought. What a way to end a perfect dinner flight.

All that needed to follow was to clear the active runway, perform the after landing checklist, taxi to the BEFA ramp and park the airplane.

Following standard practice for parking the Cirrus, I taxied to the Whirlwind ramp and performed the lean run up prior to shutdown. After completing the lean run up, and with the engine at idle power, I aligned the nose wheel of the Cirrus slightly to the left of where I surmised that the tail tie down strap ought to be located. I then allowed the airplane to coast downhill toward its final parking position on the BEFA ramp; a procedure that I had executed following every previous flight with the Cirrus.

What followed next, were the most discouraging moments of my relatively short flying career.

The first indication of an anomaly was the shower of sparks that illuminated the darkness at the eleven o'clock position of the windshield. This was simultaneously accompanied by a loud "bang". In retrospect, I believe that I knew intuitively what had happened. But in a brief state of hopeful denial, I pondered the remote possibility of a backfire. Unfortunately, a quick assessment of the facts just didn't support such an optimistic conclusion.

Consequently, the only remaining possibility was that the propeller had lifted the rear tie down strap from the ground and drew it upward toward the prop. At this point, it would appear that the steel hook at its end caught the leading edge of one of the blades and was propelled skyward (it has yet to be located). The engine continued to idle normally, so I dejectedly completed the shut-down procedure and exited the airplane to see first hand what damage my actions had caused. To my dismay, I could see that a 3" to 4" gouge approximately 3/8" in depth had been carved out of the prop.

As is required with incidents such as this, the Cirrus' engine was torn down and inspected. Although no internal damage has been discovered so far, the economic impacts extend well beyond inspection of the engine and replacement of the prop. Since the Cirrus is leased to BEFA, the owner continues to incur all of the fixed costs of ownership even though the aircraft is out of service and unable to generate income.

In this instance, as with almost any accident or incident, there is a chain of collateral items that might have contributed to occurrence of the event; ramp lighting, misaligned ramp striping, SOPs, etc. But ultimately, the direct cause is quite apparent. The PIC (author) proceeded to park the aircraft with the engine running even though positive visual contact with the tie-down strap had not been established.

The bottom line is that reliance on checklists and adherence to standard operating procedures should not preclude the timely application of common sense. Constant attention is required up to, and including securing the aircraft in its chocks and tie-downs. As Yogi Berra¹ is quoted as having said, "It ain't over, 'til it's over".

Joe Kranak

Note 1 - <http://www.yogiberra.com/yogi-isms.html>

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 mailto:bgmann@juno.com

BEFA member John Searce is looking to join with other BEFA member(s) interested in getting aviation water egress training this summer, separately or as a small group. It would entail a visit to the nearest supplier of this training: "Aviation Egress Systems" in Victoria, BC. BEFA pilots could fly directly into Victoria airport, get a cab to the training site, and fly back. Or any interested person could go there by car/ferry, perhaps combined into a family day outing. This could be done some time in late July to late August. If you are interested in talking more about this, please email or call John Searce, (206) 280-7439 or john.p.searce@boeing.com
More information about the training: <http://www.dunkyou.com/index.html>

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

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: 425-266-9134 Cell: 425-280-1215
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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.