

# ✈ 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>
Tim Cassady, Jr.	I	RNT
Ajay Kishinchandani	Guest	PAE
Cody Magee	Guest	RNT
Danielle Maniere	Affiliate	RNT
Mark Miceli	Guest	RNT
Louis Morton	Guest	RNT
David Shangraw	III	PAE
Mason Wright	Guest	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Reiner Kraft	7/12	Davis

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Chris Hayes	7/1	Private	Lancaster
Dayne Olmstead	7/12	CFI	Yager
Aaron Hsiao	7/19	Instrument	Allen
Austin Watson	7/21	Private SES	Spanier
Dino Vallala	7/20	Instrument	Yager

## 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	8/17	RNT

## From Your President By Frank Marshall

**The BEFA Fleet Grows:** During the past month we have added two more airplanes, 97PD and 2365C, to our fleet:

- **97PD:** This year-2000 C172S went on line in mid-July. It is a virtual clone of 435SP (right down to the paint scheme), except it has a very capable *two*-axis autopilot. This aircraft was purchased outright by BEFA.

Like 435SP, it has the improved climb performance and higher cruise speed associated with a 180 HP fuel-injected engine, excellent sound-proofing, a KLN94 GPS, durable leather upholstery, Cessna's modern-era epoxy corrosion-proofing throughout the airframe, and, simply put, the feel of a new airplane.

The second axis on the autopilot adds altitude hold and altitude pre-set modes. This gives it the capability to climb or descend at a specified rate (e.g., 700 fpm) to a specified altitude and then capture that altitude. The IFR folks will appreciate its capability to fly a fully coupled ILS approach right down the glide slope on the localizer path to decision height.

- **2365C:** This 1978 C182RG is a very clean, low-time (less than 4,000 hours) airplane, and should be on line and available for use by the time this newsletter reaches your hands. Here, too, we have added a virtual clone of one of our current airplanes, 7568T. 2365C has been purchased by a member for leaseback to BEFA. Thus along with the Arrow, the Cirrus, and the Duchess, it becomes our fourth leased aircraft.

This gives us another complex airplane (having retractable landing gear, flaps, and a constant-speed prop), which is required for people seeking the commercial and CFI ratings. Since it has a 235 HP engine it also is a good airplane in which to get a high-performance endorsement at the same time you get a complex endorsement.

In addition it gives us another great trip-taking airplane. A little known fact (in fact, a closely guarded secret, at least up to now, among many long-time 68T fans like myself) is that much of the extra cost associated with the higher tach book rate of a 182RG compared to a 172 is cancelled out on a cross-country trip by the reduction in tach hours resulting from the higher airspeeds.

This airplane, with avionics roughly comparable to those of 68T, will initially go on line at the same tach book rate (\$105 plus fuel surcharge) as 68T. At some point in the future, the owner plans to replace the avionics stack with a first-class state-of-the-art stack, including a WAAS-enabled GPS and a two-axis autopilot. At that point, with the cost of such a stack being what it is, it will obviously be necessary to charge a premium on the tach

book rate, but this will leave us with an incredibly attractive trip-taking machine.

**The Future of the BEFA Fleet:** The search for a replacement for 733XW forced us to take a hard look at some real-world facts and consider what we wanted our fleet to look like a decade or two down the road.

Our initial goal was to find a clean, IFR capable, C172P model in good condition that we could slide straight across into our fleet at the same \$68 base rate as 3XW. That proved to be a more difficult challenge than it might seem, since Cessna halted production of the P models in the mid 1980's, when it got out of the light piston-engine airplane business. When it resumed production a decade later, it began with the much improved R and S models.

Thus all P models in the world (including ours) are at least 22 years old, and getting older every year. It was obvious that at some point we would have to begin transitioning to the newer models.

Howard Wolvington led a team that did a thorough search of all 172P models on the market that met our requirements (which included having significant remaining time before engine overhaul so we could get it into the fleet right away during the last half of the summer).

Two potentially satisfactory candidates were found, but each had issues that would have required additional investigation. One had over 10,000 hours on it and had spent its life in the humid environs of Daytona Beach, Florida. The other, in Columbus, Ohio, was at the other end of the hours spectrum with only 850 hours on it (raising the possibility that it had been parked, unused, for much of its 25-year life).

In the meantime our Director of Maintenance gave us a strong recommendation that we purchase an R or S model, since these have corrosion protection far superior to that of the older models.

The board also had the good fortune to discover an S model for sale in our own backyard (Boeing Field) that could be inspected, delivered, and brought on line almost immediately. We opted to go for that airplane in spite of the fact it would have to have a higher base rate (\$75 vs. \$68). Thus the transition to a more modern fleet has begun.

We suspected a number of members would be happy to do their instrument training, and some even their private pilot training, in a newer, better equipped, airplane, becoming proficient in autopilot and GPS use at the same time. (The Practical Test Standards for the Instrument Rating allow the candidate to take advantage of an onboard autopilot, and even

require that one of the three instrument approaches specified for the check ride be flown by the autopilot, if available.)

It was also clear that many people were doing their training in the older models simply because they were reluctant to commit to 435SP when it was the only one of its kind in the fleet. The risk of significant down time whenever that single airplane requires maintenance can feel a bit intimidating. The feeling was that having two S models would attract a significant number of people to that model for their training. Indeed we are already finding private lessons being given in 97PD, directly leading to less schedule pressure on the P and N models.

The board recognizes, however, that there is still significant pressure on the older C172's. We have not ruled out leasing another N or P model, and are interested in acquiring a second Piper Warrior. We believe that many members would opt to do their private pilot training in the Warriors, if two were available, for the same reasons noted above.

**Fuel Surcharges:** Surcharges and rates for August are as follows:

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$38.57	\$197.57
C150	\$52.00	\$11.17	\$63.17
C172	\$68.00	\$16.04	\$84.04
C172SP	\$75.00	\$18.07	\$93.07
C172XP	\$120.00	\$15.43	\$135.43
C182Q	\$100.00	\$26.39	\$126.39
C182RG	\$105.00	\$26.80	\$131.80
Citabria	\$75.00	\$16.04	\$91.04
PA-28-151	\$68.00	\$16.04	\$84.04
PA-28R200	\$89.00	\$18.27	\$107.27
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00
SR20-WD	\$113.00	\$24.36	\$137.36
SR20-WE	\$133.00	\$24.36	\$157.36

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

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**Safety and Operations Briefing**  
By Wes McKechnie, BEFA Operations Manager

**GRIEVANCES/INCIDENTS:**

- 5344K checklist disappeared from plane.
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## 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:

- John Scearce for major weed whacking of the ramp area.
- Tim Veryioglou for installing the water purifier in the office.
- Jon Brown, Terry Thomas, Damien Monda and Harlan Zentner for continuing the sheet rocking job.
- Tim Veryioglou for filling oil cabinet.
- John Scearce for filling oil bottles.
- Fred Quarnstrom for donating insect killer for the hornet problem.
- Dane Olmstead for transporting 36339 engine, 704GC cylinders and spare O-200 engine

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### 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-stripping experience needed.
- Help needed with weed whacking the tarmac area
- Oil bottle fillers needed
- We need someone to remove the ballast from the old light fixtures and take them along with the burnt out fluorescent to the recycling center

If you can head up or help on any of the above projects please let Wes know. Your efforts are greatly appreciated!

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### From Your Safety Officer

#### By Bob Guthrie

Oil is the subject of my article this month. When to add oil is the question. Since our membership is growing, I thought we should all review the subject. Training flights are our most common and demanding type of flying. We all need to pay attention to ensuring that the engine oil is at the proper level.

It's true that running too much oil can be a problem, but

running the engine low is also bad. Oil is one of the engine coolants. If there is too little oil in the system, the existing oil ends up getting hotter and breaking down faster thereby not doing as good a job as a lubricant as it should. Proper oil levels are critical for us getting to TBO with our engines. Considering how much our rates are driven by how long our engines last, we probably should be giving this more attention than we do.

How do you measure the proper level of oil for the engine? Generally, pilots simply pull the dipstick out, look at it, and that's it. There are at least two aircraft in our fleet where this is totally unacceptable.

1.) Cessna 150 - If the airplane has been sitting overnight, the oil will actually climb the dipstick. You can get over a one-quart difference between simply looking at the dipstick versus wiping it clean with a paper towel, replacing, and withdrawing it for a second look. In this case, the prime concern is not necessarily overfilling the oil, but running the aircraft *low* on oil.

2.) Cessna 182R - There are a couple of issues with this plane (7568T). First, we've all seen the note in the tach book from Joe Avila about a delay between the time the aircraft lands and the oil to drain back into the crank case. Our operations officer, Matt Smith, has researched this on the web and can find nothing to substantiate the claim. He's also tried his own experiments recently and there appears to be a grain of truth, but he's still uncomfortable with it and is worried that pilots will take the note as an excuse to run the oil low and we'll cook the engine. The second issue he was able to find on the net, and he can vouch personally for its credibility, involves a rubber gasket at the top of the dipstick. This forms a seal in the dipstick tube preventing oil rising to the proper level. This gives a low oil reading when there may actually be plenty of oil in the system. People then add oil, and *voila!* - an overfilled system. To properly measure the oil level, you should withdraw the dipstick, wipe it down, place it back in the engine and continue your walkaround. A couple of minutes later, you can withdraw the dipstick and check the level. This gives time for the trapped air to leak around the gasket and for the oil to rise to the proper level.

If you do not know the damage you are causing the engine when you over or under fill the engine oil, please bring the subject up with your favorite instructor.

Fly Safely.  
Bob Guthrie

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## **The Mountains May Be Beautiful, But They Also Bite**

**By Will Allen**

You hope to fly your whole career without having one of these stories but once you have one, it's important to share it and hopefully gain knowledge from it. This story comes from a mountain check flight I gave last month, and as soon as you hear the words "Mountain" and "Flight" in the same sentence you already had better be stepping up your game.

It started off with a full weather briefing via DUATS. Winds were under 10kts from the N-NW throughout the area and no inflight wx advisories were in effect for this flight. We departed Renton at 11:20 am, winds 280/9, runway 33. While enroute at 3000 ft and climbing to 5000 ft, the winds were observed as more easterly according to ground track. A listen to the Stampede Pass ASOS confirmed this as they were reported as 090 @ 8 kts. As we flew into the canyons a few small updrafts on the expected side of the hill confirmed light but easterly flows.

As we made our way into the valley where Ranger Creek airstrip sits, we talked about our strategy of over-flying the runway to look for animals, objects, and the wind sock. I made mention that if the wind sock indicated more than expected winds that we would not land but instead head back home. On the first pass at 4500', Doug observed the winds as calm. I then had us circle to my advantage so that I could also confirm the wind sock. I also observed the wind sock lying limp indicating calm winds. We then made a second circle at a lower altitude while descending for another look at the wind sock. Still indicating winds calm, we opted to land the aircraft to the south as preferred for this runway by local knowledge and the Washington airport guide. We felt a little bump of wind over the approach end but landing was uneventful.

While taxiing down the runway, I could observe some wind build up in the trees next to us but then it was gone as soon as we turned around to see the wind sock. After determining that the wind sock was still calm, we opted for takeoff to the north as is preferred on this runway. We observed the OAT reading at 18 degrees C, and pulled out the book for the STC on the aircraft and worked out a takeoff distance over obstacles. Using 20C and max gross weight and 3000' pressure altitude (which are all very padded numbers for buffer) we calculated that 2300' would clear a 50 ft obstacle. The runway is 2900' and then a clear area with some short trees for at least another 1500'. By these calculations, there should be plenty of room for takeoff and we are less than gross weight. A later calculation to exact numbers showed 1635' to clear a 50 ft obstacle so the earlier numbers were extremely conservative.

We set the flaps to 10 degrees for a short field takeoff then powered up to full throttle, observed maximum Static RPM of about 2300 and engine instruments in the green. Released brakes and started the roll. The aircraft takes a little longer to speed up as expected but less than half way down the runway we start to rotate.

At about 15-20 feet in the air, maybe half way up the trees, we feel a gust of wind blow us to the right, indicating a left Xwind. I come on to help with the controls to keep us over the runway but then we suddenly sink drastically. I fully takeover the airplane at this point and can tell we've lost some significant airspeed and in a split second was trying to decide if we could still clear the trees or if I could get it down now. My decision was that I would have more control of our destiny if I put it down now so I pulled back the throttle in an attempt to make the end of the runway, quickly realizing that I would run off and hit the new guard rail that was installed. Knowing the clear area beyond the guard rail from being here many times, I opted to feather a little power and go over the guard rail. I was able to maneuver around some trees and land it in the clear area beyond the guard rail and was attempting to slow it down and keep the nose up when we hit a ditch (discovered later) and flipped over. We saw ground...headsets...and then everything came to a stop (upside down) and I could hear the faint sound (I think) of an ELT. Maybe from my displaced headsets that were monitoring 121.5.

I put my hand to the ground to support me and then unlatched my seat belts. I was able to open the door and then told Doug to unlatch his seatbelt and made sure we were clear of the plane. After determining that there was no immediate danger of fire, I turned off the fuel, master, and mags to make sure that there would be no fire.

All that was left was to ponder how we ended up here on the ground in the middle of the Mountains.

I had the opportunity to further watch the wind sock for a couple hours while waiting and noticed some things. It was gustier than I had originally thought or had been able to determine from a DUATS weather briefing. The direction had also changed every time the wind sock moved, one moment favoring 33 while another moment favoring 15. Then the wind sock would go deceptively calm again.

One thing that DUATS did not do for me was show the trends in the METARs. The one that I had for 9:56 am at Stampede Pass showed wind variable at 6 kts (no gusts). The second snapshot in time that we got by listening to the Stampede Pass ASOS from the air also just happened to fail to catch any gusts.

I later saw a printout of the entire day's winds for Stampede

Pass and discovered that the METAR I had seen was surrounded by others that had easterly winds of 6-9 kts. *gusting to anywhere from 21 to 29 kts.* Since the airport was thus on the lee side of a ridge to the east with strong wind gusts coming across the ridge, this is obviously a flight that would not have been attempted if we had had a better understanding of the winds that day.

In retrospect one thing that might have helped would have been to talk to a briefer in person. Someone who had been referencing the Stampede Pass ASOS all morning would have been aware of the strong gusty winds even if the latest METAR failed to show it. It is also possible when obtaining a DUAT briefing to check a box to "Show Trend." This, too, would have likely caught at least one or two readings showing the wind gusts.

While these may seem like small things to catch, you can't have enough detail when it comes to weather and the mountains. It is such a magnificent place to fly but it will turn on you in a heartbeat even when you think you've covered all your bases.

Will Allen

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## **BCA Renton Family Day – July 22, 2007**

**By Joe Kranak**

BEFA once again participated at Family Day, an event sponsored by Boeing and held at the factory facility in Renton. Although Sunday's weather was much more inclement than that of previous years, the employee turnout was large and enthusiastic.

Our BEFA booth was located at the water's edge, on the north side of the factory. This location enabled us to display one of our aircraft as well as distribute information packets and answer questions.

Positioning of our aircraft display was driven by Boeing safety regulations limiting the proximity of fueled aircraft to Company structures. Even with this somewhat remote venue, we enjoyed a continuous 20 to 30-person queue of visitors. The flow of visitors continued from starting gun (10:00am), to the checkered flag (03:00pm). The queue lingered well after the public address announcement indicated that the closing time had passed. In the end, Boeing Security was forced to politely, but firmly ask those remaining in line to leave.

We displayed the newest addition to the BEFA fleet; our Cessna 172SP (N97PD). We also had a table with literature and pictures of our fleet set up under the protection of a 10' x

10' canopy (provided by Boeing) that was located adjacent to the aircraft. Clearly, our ability to have an aircraft present was a major factor in the success of our participation.

Advantageous logistical attributes, coupled with the enthusiastic support of Renton Security, Boeing management and the patience of the Renton Tower staff were instrumental in our ability to display an aircraft along with our booth.

We continue to work with the Everett Family Day organizers in the hope that we will some day be allowed to have a similar presence there as well. Unfortunately, the greater distance between the Paine Field taxiways and most of the prospective display locations adjacent to the 40-series factory buildings, has so far presented an intractable obstacle.

Finally, I would like to offer a special thanks to volunteers Daryl Hickman and Bob Bumpous. Their generous and enthusiastic contribution of time and expertise represented BEFA well, and contributed directly to conveying a positive impression of BEFA to both the Renton Family Day visitors and to the event organizers. In fact, I was told repeatedly by several of the key leaders that our extra effort was greatly appreciated. As a result, I believe that BEFA is building a legacy of cooperation that will yield benefits well beyond our support of Family Day.

Joe Kranak

BEFA Vice-president

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## **Latest Jeppesen Employees Flying Association Newsletter**

The July edition of the Jeppesen Employees Flying Association is available on their website at: <http://www.flyjefa.org>

There are some very interesting articles to read, including one on weather related aeronautical decision-making and another on the use of CTAF. Enjoy!

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## **Link to an Amazing 7-Series Line Up Photo taken at Boeing Field**

Editor's note: As part of the 787 Rollout Ceremony, Boeing held a special event for 787 airline representatives on 7/7/07 at the Museum of Flight to honor all of the 7-series airplanes. At 7:07 PM, an Omega Air Refueling Services 707 landed in front of the crowd (after taking off from Paine Field in Everett). At 7:17, an AirTran 717 landed. This continued until 8:17 when an Air France 777-300ER landed. In the end, the 707, 717, 727, 737, 747, 757, 767, and 777 were lined up nose-to-tail on the taxiway at Boeing Field. It is the first time Boeing has had every 7-series airplane in the same

place (not counting the 787, which couldn't yet make the flight, of course). You can also see the 747 Dreamlifter in the upper left hand corner of this amazing photo. See the photo at this link:

<http://boeingmedia.com/imageDetail.cfm?id=14932&KeyWord=&buID=0&caid=0&prid=0&sc=&pn=0&ResID=4>

One of my colleagues contacted Boeing Media and there is a plan in work to eventually turn this photo into a poster. Stay tuned!

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### Flight Service Station Feedback via Email and Toll-Free Number Now Available

Editor's note: As a result of the ongoing challenges pilots are experiencing with flight service stations operated by Lockheed Martin, the FAA has established a toll-free number and an email feedback mechanism to collect pilot comments. The toll-free number is 1-888-FLT SRVC. Customer feedback from this line will be used by the FAA's Air Traffic Organization to better monitor Lockheed Martin's performance levels and to ensure that the contractor-operated flight service stations are meeting agency standards. Pilot comments will be collected and recorded by the FAA and forwarded to Lockheed Martin, who then must respond to pilots within 15 days and notify the FAA. As an alternative, you can also provide feedback by clicking the e-mail link under the flight service stations heading at:

<http://www.faa.gov/pilots>

More information is available in the FAA's press release at: [http://www.faa.gov/news/fact\\_sheets/news\\_story.cfm?newsId=9229](http://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=9229)

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<b>For the Web Heads: Links</b>
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**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.scarce@boeing.com](mailto:john.p.scarce@boeing.com)

<b>Classified Ads</b>
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<p>BEFA member John Scearce 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 Scearce, (206) 280-7439 or <a href="mailto:john.p.scarce@boeing.com">john.p.scarce@boeing.com</a> More information about the training: <a href="http://www.dunkyou.com/index.html">http://www.dunkyou.com/index.html</a></p>
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<p>This space available for free classified ads by BEFA members. Contact the newsletter editor.</p>
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**Officers and Staff**

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<b>Maintenance</b>	<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		
<b><u>Everett</u></b>		
<b>Office:</b> No phones at this time in Everett. Please call RNT Office in an emergency, otherwise call Doug Jacobs or Oscar Naimi (phone numbers below).		
<b>Maintenance Focal:</b>	<u>Brian Behrend</u>	Wk: 425-266-9134 Cell: 425-280-1215
<b>Facilities:</b>	<u>Oscar Naimi</u>	Wk 425-315-0566
<b>Safety Mgr:</b>	<u>Mike Dubbery</u>	Cell 425-239-3630
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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.