

# ✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98057-5346

## Welcome New Members!

| <u>Name</u>     | <u>Class</u> | <u>Location</u> |
|-----------------|--------------|-----------------|
| Dmitriy Nikonov | Guest        | RNT             |

## New Solos!

| <u>Name</u>  | <u>Date</u> | <u>Instructor</u> |
|--------------|-------------|-------------------|
| Andrew Boike | 9/21        | Demco             |
| Amisha Patel | 9/22        | Demco             |
| Melvin Eng   | 9/24        | Allen             |

## Congratulations!

| <u>Name</u>        | <u>Date</u> | <u>Rating</u> | <u>Instructor</u> |
|--------------------|-------------|---------------|-------------------|
| Jan Lesseman       | 9/1         | Private       | Davis             |
| Gabe Miller        | 9/5         | Private       | Kirby             |
| Joe Vacca          | 9/6         | Comm MEL      | Wolvington        |
| Drew Thompson      | 9/6         | Private       | Hickman           |
| Brian Vaivadas     | 9/9         | Private       | Hickman           |
| Philip Hunziker    | 9/13        | Private       | Demco             |
| Andreas Weisweaver | 9/15        | Private       | Wolvington        |

## Coming Events

| <u>Event</u>  | <u>Time</u> | <u>Date</u> | <u>Location</u> |
|---|-------------|-------------|-----------------|
| • <u>Aircraft Maintenance Team.</u><br>(Contact Walt Cameron) | 6-9pm       | TH          | RNT             |
| • <u>Board Meeting</u>  | 5:00pm      | 10/19       | RNT             |
| • <u>Instrument Ground School</u>                             | PM          | 2/11/08     | RNT             |

## From Your President By Frank Marshall

**And One More Makes Twenty-One:** With the addition of our 21<sup>st</sup> airplane to the fleet, the top end of the fleet is about to get significantly elevated. A member has just purchased a Cessna T210 Centurion for leaseback to BEFA. (Some of you may have noticed the beautiful red and white plane, N9843Y, recently parked at the northwest corner of our ramp.)

This airplane adds a number of new capabilities to our fleet:

- **Anti-icing:** It is certified for flight into known icing. There are limitations, of course, but it will no

longer be necessary to cancel a trip out of concerns about punching through a below-freezing cloud layer.

- **High altitudes:** With its turbocharged engine it is capable of cruising well into the flight levels.
- **High cruising speeds:** With the high altitudes come high speeds, approaching 200 KTAS.
- **Oxygen system:** To support the high altitudes, it has a factory six-place O<sub>2</sub> system.
- **Large payload capacity:** This is a six-place airplane. With full fuel (87 gallons usable) it can carry five 170 lb. people plus 105 lbs. of baggage. If fueled to the tabs (64 gallons usable), it can carry six 170 lb. people plus 73 lbs. of baggage.

The owner is now having the avionics stack upgraded to state-of-the-art equipment. This includes a Garmin 480 (WAAS capable) GPS/NAV/COM, and a multi-function display (including a Traffic Information System and Jepp charts). He is also keeping the existing Cessna 400B two-axis autopilot (capable of flying fully coupled ILS approaches).

How much per hour, you say? How's \$169 per tach hour (plus fuel surcharge) sound? In addition, the owner has decided to discount the rate to \$155 per tach hour (plus surcharge) during introductory training. There is also a nominal charge for oxygen use. (Ground and flight training and a check ride will be required before operating as PIC.)

A free ground school on the aircraft and avionics will be offered by Howard Wolvington. Watch for a sign-up sheet in the office and a Schedule Master announcement.

The aircraft will be restricted to people with instrument ratings, although instrument currency will not be required, and it need not be flown under Instrument Flight Rules.

**And Still Another Avionics Upgrade:** The owner of our recently acquired 182RG, N2365C, has also decided to do a complete state-of-the-art avionics upgrade for that airplane as well. Fortunately, the two owners have been working together to seek as much avionics commonality between the two airplanes as practical. This will greatly reduce the combined learning curve for getting checked out in both airplanes. (In the process they are probably establishing the standard for future avionics upgrades in the BEFA owned

airplanes.)

All of the following will be common to both planes:

- Garmin 340 Audio Panel (also in the Cirrus)
- GMX 200 Multifunction Display
- GNS 480 GPS/WAAS/NAV/COM
- SL 30 #2 NAV/COM
- GTX 330 Transponder (Mode S)

N2365C will have a different two-axis autopilot (a new S-Tec 50 with GPSS steering) and different engine and fuel flow monitors.

Obviously, with the kind of investment this sort of avionics upgrade represents, the hourly tach rate will have to be increased. The size of the increase hasn't been determined yet, but the owner's intent is to keep the relative pricing in line with the rest of our fleet (i.e., very reasonable for what you're getting). The avionics upgrade is planned for November, with the new tach book rate taking effect in December.

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

| Aircraft  | Base Rate | Surcharge | New Rate |
|-----------|-----------|-----------|----------|
| BE76      | \$159.00  | \$37.62   | \$196.62 |
| C150      | \$52.00   | \$10.89   | \$62.89  |
| C172      | \$68.00   | \$15.64   | \$83.64  |
| C172SP    | \$75.00   | \$17.62   | \$92.62  |
| C172XP    | \$120.00  | \$15.05   | \$135.05 |
| C182Q     | \$100.00  | \$25.74   | \$125.74 |
| C182RG    | \$105.00  | \$26.14   | \$131.14 |
| Citabria  | \$75.00   | \$15.64   | \$90.64  |
| C-T210    | \$169.00  | \$30.10   | \$199.10 |
| PA-28-151 | \$68.00   | \$15.64   | \$83.64  |
| PA-28R200 | \$99.00   | \$17.82   | \$116.82 |
| PCATD-M   | \$15.00   |           | \$15.00  |
| PCATD-NM  | \$20.00   |           | \$20.00  |
| SR20-WD   | \$113.00  | \$23.76   | \$136.76 |
| SR20-WE   | \$133.00  | \$23.76   | \$156.76 |

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

**Operations Officer Report – September 2007**

**By Matt Smith**

At the last Board meeting (9/21), someone mentioned that one of the CFIs had complained that there were rules changes they were unaware of. It became clear during the course of

the discussion that I have been delinquent in my duties. While I have kept the Rules and Operating Procedures (ROP) up to date in the office and on the web page (with John Scearce's unwavering assistance), that's not sufficient. I should have been passing the changes along to the membership through the official medium, the newsletter. I apologize for shirking my duties and, over the next few months, will endeavor to describe the changes that have occurred since I took office. So, here goes:...

1.) Section 1.3 Definitions: Single Engine Sea (SES) time – There is now a definition of SES to be utilized for the determination of a CFI's qualifications to instruct or be a check pilot in 736NN. If this applies to you, go check out the ROP.

2.) Section 2.4 Participating Membership Costs – BEFA will now refund share prices in the first 60 days of membership only to non-rated pilots. We had a couple of situations where rated pilots purchased shares, updated currency or got a new rating and then dropped out within the 60 day grace period. By doing this, they were able to take advantage of our cost structure without making a commitment to the organization. It's unfortunate that a few people "playing the game" have caused us to restrict what was intended to be a good faith effort to allow new members to make sure that they were a good fit with BEFA.

3.) Section 2.5.4.e Guest Membership - The Guest Membership category is restricted to 20% of the total membership. This is a rapidly growing segment of BEFA. Since we are an officially recognized organization within Boeing Recreation, it was felt that an upper limit should be set.

4.) Section 3.4.b Payment of Accounts – The algorithm used to calculate penalties for overdue accounts has been revised. A number of members felt that the old method increased the penalties too rapidly. The new wording is: "Overdue accounts shall be assessed a penalty if the amount is over \$50. The penalty shall be \$15 +1.5% of the overdue amount for amounts up to and including \$400. Above \$400, the penalty shall be \$35 + 1.5% of the overdue amount. The penalty shall be applied on each occurrence."

5.) Section 4.1 Leave of Absence – There are several changes here. First, the term "Company" has been expanded beyond Boeing to the member's current employer. This was modified to make it clear that leave of absence is allowed for Guest members should they be temporarily relocated. Second, a leave of absence is allowed for a "FAA medical deficiency as described in FAR 61.53". Previously, the ROP merely said "Physical incapacitation for more than 30 days". The concern was that it is possible to not be physically incapacitated, but also not allowed to fly. Lastly, the timing of the leave of absence for charging purposes has been reworded to: "LOA charging and status will begin on the first day of the month in which the leave is to begin". We ran into a couple of awkward situations where it wasn't clear when to modify the charging. Hopefully this will eliminate the issue.

Enough already, my head hurts! I forgot how often the Board has been reviewing the ROP. With any luck, I'll be able to get caught up next month.

Lastly, a couple of notes on BEFA etiquette: 1.) When you write your entries in the tach book, please put at least your first initial and last name. Obviously if your last name is Zamboni, the odds are you're the only one within BEFA. Use a little common sense. This entry is used for billing purposes. Put yourself in the office staff's position. Could you figure out who the entry is for? 2.) As if Wes hasn't said it enough, if you are not going to utilize a reservation, please remove it from Schedule Master. This problem seems to be getting worse. We have a number of members (count me as one) who will decide at the last minute to check Schedule Master and go fly if a plane is available. It's very frustrating to find out the next day that the plane sat on the ground when it could have been out flying. Please be considerate.

Enough whining....let's go fly.

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## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### IFR Communication Interactive CD

BEFA has an IFR pilot training interactive CD-ROM that is available for use by the BEFA members. It utilizes an onscreen standard King panel for realism, and even has a headset with mic for use in exercising the drills. Standard FAA recommended phraseology is stressed in this program. It is recommended that you go to [www.Comml.com](http://www.Comml.com) prior to use for more information on this new training aid. Many thanks to Joe Edwards who generously spit the cost of this training devise with BEFA. NOTE: This CD-ROM was fairly pricy and is not to leave the premises. See the staff or your CFI regarding checking it out.

### Night Flight and Lights

It's that time of year where our flying becomes more dependent on night lighting. **Please check the illumination switches/rheostats during pre & post flight, including any day flights, to make sure that you are not flying with any of the cockpit lighting left on when not needed.** Leaving lights on will come back to haunt you or some other unfortunate pilot in a night flight when the bulbs go out. The last time I put in our yearly State Registrations cards I checked the interior lighting rheostats and bar switches on 9 of our planes here at RNT and found 6 of them with 1 or more of the interior lights left in the "on" position. You can't see that these are on during the day and the "out of sight, out of mind" scenario causes these planes to fly for who knows how many days before an especially sharp pilot checks that the lights are turned off in their pre/post flight. The BEFA Crew and our maintenance mechanics will be paying

particular attention to checking and replacing any burnt out bulbs in the upcoming routine maintenance too. While you're at it, check that you have a couple of operable illuminating devices such as flash lights, or which I prefer, headlamps, which you can find at sporting goods stores. A "glow stick" is also a good last ditch option to have stuffed in your bag. Thanks.

### GRIEVANCES/INCIDENTS:

- 97PD 9/19/07 Key missing, gust lock not installed and pitot cover off.
- 7568T 9/22/07 Gust lock left off.
- 735LH 9/22/07 Gust lock left off.
- 9/28/07 N97PD Pilot door unlocked, wheel chocks not in place, Fuel valve left on "both", Beacon light "off"

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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:

- Jack Yager (CFI) & Howard Wolvington (CFI) for repositioning planes.
- Peter Cookman and Wendel Betzel for helping with unloading 3XW.
- Joe Edwards for splitting the cost with BEFA for the new IFR communication CD-ROM.
- Howard Wolvington (CFI) for tarping.
- Daryl Hickman (CFI) for repositioning planes.
- Tom Howard for filling oil bottles.
- Bill Hyland for picking up parts.
- Austin Watson, for ferrying a plane.
- Damian Monda for delivering parts to Paine Field.
- Karen Stemwell (CFI) for working the front desk while Diana was out for a couple of days.
- Tom Howard for salvage work on 3XW.
- Eric Lund for filling oil bottles.
- Rob Laird & Matt Smith for picking up 704GC.
- Howard Wolvington (CFI) for delivery of ferry pilot to PAE.
- John Scarce for fixing tie downs
- Harlan Zentner for continued work on the pilot lounge.
- Sean Cargill and Mason Wright for spraying the lines.
- Karen Stemwell (CFI) & Austin Watson for helping with the Super Cub on floats seminar.
- Frank's neighbors for continued work on electrical permitting of the furnace room.
- Daryl Hickman for getting fuel for the float truck and filling it.

- 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 for pilot lounge project.
- Help is needed cleaning out the ramp cracks and pouring in sealant.
- Airplane washers needed.
- Oil bottle fillers needed

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

Fall is here - can night flying be far behind? The AOPA Flight training magazine has an article encouraging night flying in a training environment. We won't be able to avoid night flying much longer if we want to fly after work. Look at the good side, less traffic, usually less wind and several of the requirements for the private license require night flying. So, make a safe plan and fly it conservatively. From a personal point of view, check your logbook. The last time I flew at night the sun set at 9:17 PM so we started at guess when? I am no longer current. The temptation is to get a C150 and fly around RNT/PAE for three full stop landings. You are now legal, but are proficient? I believe the airport building lights have compromised your effort to get your eyes ready, and suggest a trip away from the airport to a really dark place. Remember your lights, it is possible and I know from experience that a severe clear night can have clouds in front of you large enough to cause an experienced pilot and commercial candidate to leave an unintended entry in a steep descending turn. Leave your landing light on and the reflection will give fair warning.

Plan your route carefully and fly your plan exactly - night flying is a great experience.

Fly Safely.

Bob Guthrie

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### Instrument Rating Ground School

By Frank Marshall

Have you completed work on your Private Pilot's license, or are you getting close? It's not too early to start thinking

about the next step: going after your instrument rating next spring. This rating will vastly improve your odds of actually being able to use your license to take a trip at the time of your choosing (not to mention that you will likely find it makes you a better, safer pilot, and gives you a deep, well-deserved sense of accomplishment).

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

The nine-week course will be offered on Monday and Wednesday evenings in the Renton classroom, and is scheduled to begin next February 11. The cost, which includes an excellent 850-page Jeppesen Guided Flight Discovery textbook (it will likely remain a valuable reference long after you've completed the course), the complete FAA Knowledge Test question bank, and the latest FAR/AIM, is \$300 (\$330 for non-members).

You may sign up now at the Renton office (or by telephone). There have already been several inquiries about the course, so it's a good idea to sign up early to reserve your spot in the classroom. Payment is required by December 31, so that the cost of ordering supplies is covered in advance. (You may opt to have it billed to your account as of December 31 by indicating that preference on the sign-up sheet.)

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

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### Super Cub on Floats

By Austin Watson

If you've never flown a Super Cub or a Super Cub on floats then you should have taken the \$79 opportunity to do so at BEFA in September. The Super Cub is truly one of the classics of general aviation and flying one is certain to put a smile on your face that lasts for days.

On Friday Sept 21st, Kenmore Super Cub Floatplane ground school was held in the BEFA hangar. About twenty people attended. Karen Stemwell organized the event and several BEFA members pitched in to help set up and tear down the temporary classroom.

The entire training staff from Kenmore was on hand with each of the CFI's teaching part of the class. Kevin Thomson Chief flight instructor, Eryn, Jeremy, Tony and Jamie Anderson arrived about 1600 with PA-18 Super Cub N9666P (Triple Six Papa), rounded up a float truck and put the plane in the hangar for everyone to crawl over and inspect.

The class, accompanied by a great set of PowerPoint charts started with "What's so different about a floatplane?" Hint: There are no brakes. This is really a big deal and it led into a discussion of buoyancy, weathervaning and hydrodynamic drag, important problems for float plane pilots to consider. Unique take off and landing procedures for float pilots were

covered and then we finished with docking, ramping, beaching and mooring.

Class ended with Ice Cream and chocolate sauce.

On Saturday September 22nd, we went flying starting at 0800. It was a typical gray and damp morning with sub 2000 foot ceilings. We counted seven salmon jumping at the Renton dock before 0900. Each of us got a 30 minute (Tach) lesson which dock to dock was about 45 minutes in the plane. Wind was light and from the south so we took the opportunity to practice crosswind techniques with WA-1 east channel or west channel departure. Then it was off to Lake Sammamish for whatever was appropriate for the student. In my case, we did confined area take off and landing, crosswind takeoff and landing and step taxiing.

There are lots of Kenmore super cub floatplane videos online at [www.youtube.com](http://www.youtube.com). Just go there and search for "Kenmore super cub floatplane."



*Ingrid about to get her first floatplane lesson!*

*Photo courtesy of Austin G. Watson*

The Kenmore CFI's did a great job and the BEFA members who participated all have another great flying experience to remember and build on. Now, who's going to ante up for a Super Cub on floats to share with BEFA at great BEFA rates?

### **A Couple of Firsts!**

**By Amisha Patel**

On the morning of September 22, 2007, I successfully completed my first solo flight. It was a thrilling moment of my flying career that I'll remember for a long time. Upon the completion of my first solo flight, instructor, Lis Demco informed me about a special deal on seaplane ride with the Cubs from Kenmore Air Harbor Inc. As a treat for my solo accomplishment, I decided to take a lesson with the

floatplanes. At 10:30AM, I signed up for the ride with the Cub Seaplane (tail # 9666P), which was a light and fast (180HP) floatplane, also known as The Super Cub. The floatplane instructor and I took off from BEFA's Lake Washington Seaport and headed towards Lake Sammamish to perform a few touch-and-goes.



*Floatplane N9666P photo courtesy of Amisha Patel*

The controls inside the floatplane are located differently than the instrument layout in Skyhawks, but are operated in a similar way. As the instructor explained the controls, I noticed that performing departure and in-flight procedures were somewhat similar to C172s. The departures and landings were different from Skyhawks in terms of operating aircraft on water surface rather than hard surface. This seaplane ride was amazing. I learned many details about flying floatplanes. The entire experience was breathtaking and I would love to study for a seaplane license after earning my private pilot license. I would like to thank BEFA instructor, Karen Stemmell, for working with the Kenmore Air Harbor Inc. to make it happen.



*Photo courtesy of Amisha Patel*

**For the Web Heads: Links**

**SCHEDULE MASTER:** <http://www.schedulemaster.com>

or

1-800-414-6114 using your user ID, password and phone menu

**Jeppesen Employees Flying Association:**

<http://www.flyjefa.org>

**BEFA Homepage:** <http://www.befa.org>

**Webmaster:** John Searce [john.p.searce@boeing.com](mailto:john.p.searce@boeing.com)

**Classified Ads**

*Lost - One David Clark H10-13.4 Headset. If you have run across this headset in one of our 172's in the last few months, could you please contact me?*

*David Henle  
206-662-0818 (W)  
253-373-0381 (H)  
david.j.henle@boeing.com*

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

**Officers and Staff**

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|                                  | 1) Ops Manager: Leave voicemail (425) 237-2332 or<br>Pager 206-540-7720   |   |
|                                  | 2) Ops Officer, or 3) Any Board Member  |   |
| <b>Everett</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<br>Cell: 425-280-1215                        |
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