

# ✈ 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>
Joe Jacobsen	I	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jeff White	1/27	Hickman

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Andrew Boike	1/15	Private	Demco
Mason Wright	1/19	Private SES	Yager
Brian Heath	1/25	Private	Demco/Davis

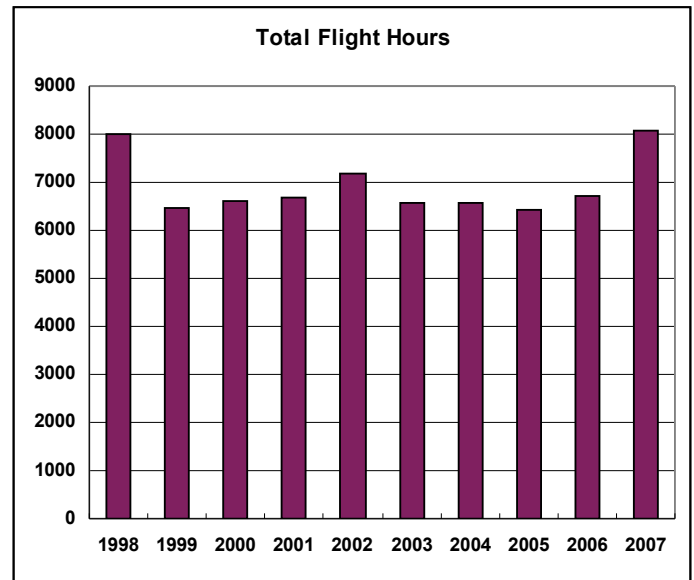
## Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team</u>	6-9pm	TH	RNT
(Contact Walt Cameron)			
• <u>Board Meeting</u>	5:00pm	2/15	RNT
• <u>Crab Feed and General Membership Meeting</u>	5:00pm	2/16	RNT
• <u>Instrument Ground School</u>	5:15 PM	2/11	RNT
• <u>Private Pilot Grnd School</u>	4:30 PM	2/5	RNT
• <u>Northwest Aviation Show</u>		2/23-2/24	
<u>Puyallup Fairgrounds</u>			

## From Your President By Frank Marshall

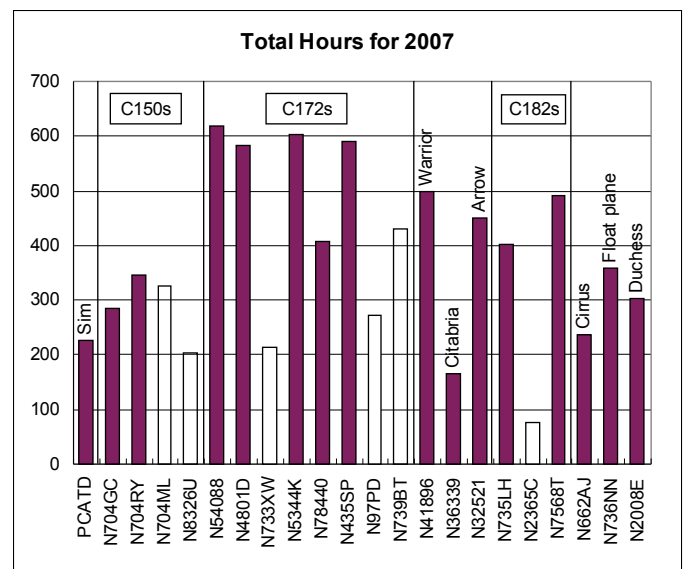
**2007 – A Record Year:** As far as we can tell from available records, we set an all-time BEFA record for hours flown in 2007. Our total of 8,089 hours topped the previous record of 8,006 hours set in 1998.

The following chart shows the annual hours flown for the last ten years. It suggests that total hours are driven as much as anything by the number of good flying days per year. After the banner year in 1998, it took nine years to get even close to the 8,000 hour mark again, even though we have been steadily growing both in the size of our membership and the size of our fleet, particularly in recent years. In the latest year-over-year results, we increased our membership by 15%, and flew 20% more hours.



Annual BEFA Flight Hours

**2007 Fleet Utilization:** The following chart shows the 2007 hours flown by each of the aircraft that were in our fleet in 2007.



Hours Flown by Airplane

The airplanes are sorted roughly by hourly rate. The solid bars represent airplanes based at Renton, the cross-hatched bars represent airplanes based at Everett, and the open bars

are those whose hours were substantially reduced by the fact that they were not available for much of the year.

As always the C172s were the most heavily used airplanes, with four of them, including an S-model (435SP), in the neighborhood of 600 hours. The other S-model (97PD) would probably have been right there as well, were it not for the fact that it was unavailable for the first half of the year.

The next most popular airplane was a similar basic training airplane, the Piper Warrior (41896). We suspect that the usages of both the Warrior and the Everett C172 (739BT) were negatively impacted by the fact that each was one of a kind at its home base. In other words we think that having two of a particular model available encourages more people to commit to it for their basic Private or Instrument training.

Data such as these, together with the scheduling pressure apparent in Schedule Master, suggest the biggest need in our fleet right now is more basic training airplane capacity in the C172/Warrior class. (See following item.)

The C182 retractable (7568T) and the Arrow were also quite popular. These complex airplanes are both nice trip-taking airplanes and suitable platforms for training for Commercial and CFI ratings. The addition of a stable mate for 68T (2365C) to the fleet late in the year promises to provide more scheduling opportunities for this class of airplane in the coming year. (65C is currently being outfitted with a new start-of-the-art avionics stack similar to the one in the new Centurion.)

**Warrior Update:** As reported last month, we have an offer pending to purchase an additional Warrior. The pre-buy inspection was completed in California in early January, and under the terms of the Purchase and Sale Agreement, the seller has 30 days to fix the discrepancies uncovered. The seller has indicated his intention to address all of our concerns, and we hope to be able to complete the purchase soon.

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

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$37.24	\$196.24
C150	\$52.00	\$10.78	\$62.78
C172	\$68.00	\$15.48	\$83.48
C172SP	\$75.00	\$17.44	\$92.44
C172XP	\$120.00	\$14.90	\$134.90
C182Q	\$100.00	\$25.48	\$125.48
C182RG	\$105.00	\$25.87	\$130.87
Citabria	\$75.00	\$15.48	\$90.48
C210	\$169.00	\$29.79	\$198.79
PA-28-151	\$68.00	\$15.48	\$83.48
PA-28R200	\$99.00	\$17.64	\$116.64
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00
SR20-WD	\$113.00	\$23.52	\$136.52
SR20-WE	\$133.00	\$23.52	\$156.52

(“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

**BEFA ID CARDS**

BEFA will soon have ID cards available. The long time BEFA members remember the old blue cardboard signature cards, which stopped being handed out many years ago. This is the modern idea of those. Pilots have occasionally been questioned, particularly when in Canada, to show proof of ownership of the BEFA plane they are flying. As the BEFA planes registration is under “Boeing Employees Flying Association”, they are hard pressed to verify they are the “owners”. We hope that these Association ID cards will make life easier in this new world we live in when challenged by Airport Security or Canadian Customs. We ask that all the BEFA members, particularly the active members come to the Renton BEFA office to have your picture taken. This will be sent to the ID card manufacturer and your fancy plastic signature/picture ID card will be sent to you in one of your statements. There is a single one time \$5.00 charge for these cards that will be applied to your monthly statement. These badges do not “time out”. Like your BEFA key, they will be yours until you leave BEFA and then we’ll ask that you turn it in with your facility key. Stop on in and smile for the birdie.....

**OCCUPYING A BEFA LOCKER?**

Please contact Diana if you have occupied a BEFA locker. There are several with no names on them and they have not been unlocked for quite some time. Unlike the "name" labeled lockers, we have no idea who occupies them. Be advised - you have until March 31st, 2008 to identify your locker with the Staff or the lock will be cut. Also, these lockers are primarily for the convenience of regular active CFIs, and pilots, who are frequent flyers here at BEFA.

Please do not use this amenity as a storage bin to keep your house clean! Contact Diana at the office for resolution of these unknown lockers, or if you have any questions. Along that line, please do not just drop stuff off here thinking we will use it. Be sure to check with the office prior to see if we want or need it. This just adds to the task of cleaning up the clutter here. Thanks for understanding.

### **FLOAT PLANE ODDS & ENDS (and General Ops)**

1) Operating the float plane in the winter is different than operating an aircraft on wheels. If the freezing level is on the ground or below 1,000' AGL there is icing potential. Operating this aircraft in to known icing conditions is prohibited. (See FAA definition of icing) If you launch the airplane into the water you are launching into known icing conditions, not following the recommendations of the POH and as a result the CFRs. Please be conservative with your decisions to launch. (The float car drivers will likely help you with this decision) While it's very inviting to fly on a cold, crisp, beautiful day on wheels, it can be extremely dangerous on floats. The potential of elevator/rudder icing is very high and may change the shape of the airfoils causing early separation and potentially unequal lift. The control may freeze immediately or as you climb out. The elevator is particularly susceptible to this phenomenon at the hinges. The minimum temperature for launching, take off and landing is 34 F. The freezing point of fresh water is 0 C. The freezing point of salt water is approx - 2.2 C depending on the salt concentration. (South Pacific differs from north Pacific etc. -2.2 is average)

2) It is very important to pump the float pre and post flight especially this time of year. If the floats are not pumped on a post flight then the following day when someone pre flights at 34 F where the temperatures have been below freezing over night there is potential for problems. The worst would be as the ice forms it expands and could compromise the integrity of the float. The second potential problem could be the pilot not recognizing ice had formed in the float and the weight and balance could be compromised. Do not be afraid to open the float covers if you suspect ice may be present. If you are rushed you are compromising safety.

3) Pre heating is recommended as per the BEFA rules of operations.

4) Cold starts in this aircraft require extra priming. 2 or three, three second primes with the high electric pump should work. If it is not starting try the low side of the electric pump during your start.

The BEFA Float instructors thank you for your participation in the maintenance, wash and wax of this unique asset.

### **FOR LAND & SEA OPERATIONS:**

Decision making is still the leader of breaking airplanes and killing pilots - let's reflect a bit on some conditions we encounter this time of year;

### **FAA and icing conditions:**

Roughly, the FAA defines known ice as any visible moisture (cloud or limiting visibility due to moisture) with temperatures at freezing. If you go there in a non-known-ice-certified aircraft, you are in violation. Period. This is subject to modification at some point. For more info see AC91-74A

### **From AOPA Legal:**

An FAA draft letter of interpretation seeks public comment by May 3 on the meaning of the term "known icing conditions," used—but undefined—in the FARs. A June 2006 FAA regional counsel letter defined known icing as existing "when visible moisture or high relative humidity combines with temperatures near or below freezing" and added "flying through clouds at an altitude that is near or below freezing would constitute flight into known icing conditions." Concern expressed by trade groups prompted the FAA to issue the draft interpretation, which defines known icing as follows: *"If the composite information indicates to a reasonable and prudent pilot that he or she will encounter visible moisture at freezing or near freezing temperatures and that ice will adhere to the aircraft along the proposed route and altitude of flight, then known icing conditions likely exist."*

### **FINALLY, MARGINAL VMC AS A KILLER:**

We always hear about IFR or **IMC (Instrument Meteorological Conditions)** being the killer for VFR pilots, but let's back this up to the much less discussed **Marginal VFR** or **Marginal VMC (Visual Meteorological Conditions)**, which is really the genesis of this type of trap. This is another potential deadly circumstance not to be pushed. Marginal VFR/VMC is defined as 3 to 5 miles visibility, with 1,000' to 3,000' ceilings. People launching flights outside the local airport area in "marginal VMC" (MVMC) are risking a tick or two of either the temperature or dew point to determine their fate – that's a thin margin and greatly reduces the options to meet the golden rule to "always leave yourself an out" when flying. Visibility can potentially change instantly in MVFR. VFR Cross Country flying is usually ludicrous in MVMC and should never be attempted VFR. Given conclusive observational & forecast of improving weather trends, and/or it's a very localized event, yes, sometimes there are circumstances when relatively local area flight can be done in marginal VMC. But, the experience base and decision making exercise of the average pilot is generally not developed enough to risk it. VMC is the cusp of critical decision making, and avoidance of putting yourself in a position to exercise that critical decision making is the secret to longevity in flying. What appears relatively good for traffic pattern weather may not be good for trips to Auburn or Crest from Renton. Weather that seems relatively good for a flight to Auburn or Crest from Renton may not be good for a flight to Tacoma or Paine Field. Decision, decisions! If you

are cavalier about risking your own life, then think about your passengers, BEFA's assets and the reputation of BEFA. Being in a self dispatching operation puts a lot of responsibility of the fleet and organization on **your** shoulders, please treat that with respect. There is no place you absolutely "have to be" when pushing a flight except safely on the ground.

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#### GRIEVANCES/INCIDENTS:

- 1/5/08: 54088 Gust lock left off. Strong winds that day.
- 1/17/08: 97PD One tiedown left off, all lights left on.

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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:

- Gary Pipkin for repairing broken lighting ballasts in the office and doing a Costco supply run.
- Karen Stemwell (CFI) for helping with sealing 41896 windows.
- Howard Wolvington (CFI) for working the new Warrior acquisition project.
- Raymond Kapper for donating new signal flares for the floatplane.
- Kyle Bissel and Daryl Hickman for repositioning planes.
- Will Allen (CFI) for getting float truck fuel.
- Fabien Mandrillion for helping out with office filing.
- Kurt Evenstad & Kris McKelvey for repositioning airplanes.
- Mason Wright for fueling truck and helping in the hangar.
- Mason Wright for helping with parts organization.

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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:

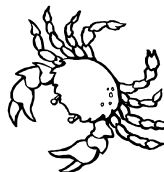
- Help is needed cleaning out the ramp cracks and pouring in sealant.
- Airplane washers needed.
- Oil bottle fillers needed
- Members with painting experience for painting the pilot lounge
- Members with wood/Pergo floor installation experience needed

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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### BEFA Crab Feed and Membership Meeting, February 16, 2008

By Ken Sain, BEFA Vice President



The annual BEFA Crab Feed will be held this year on Saturday, February 16, 2008, at 5:00pm in the Renton hangar. BEFA will again be providing crab as the principal entrée along with a variety of salads, rolls, desserts and beverages (water, soft drinks, coffee and tea). For members who would prefer items other than these, we will once again set aside space on the serving table to accommodate potluck offerings. Just let us know ahead of time what you plan to bring, and whether any special provisions are required (i.e. electrical power for warming trays, etc.). Those bringing potluck items of their own should plan to arrive a little early (~4:30pm), so that the serving tables can be ready to go when the dinner service begins at five.

A registration form will be placed on the counter of the BEFA Renton office beginning January 5th where you may sign up in person. Or if that is inconvenient, you may notify the BEFA office staff by phone, or e-mail them at [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com). Please let them know that you will be attending and how many guests you expect to bring. The cost this year will again be \$16 for adults (the same as in past years). Children twelve years old and younger are still free. Payment may be made by cash, check or billing to your BEFA account.

As always, we could also use some volunteer help with logistics.

- Set-up and take-down of chairs and tables (4:00pm the day of the event).
- Placement of utensils, plates, napkins, and tablecloths (most already exist in storage)
- Wipe down, fold and stack tables after the event

Extra columns have been provided on the sign-up sheet where you may designate whether you will be bringing a potluck item or can volunteer to help with logistics. If you are willing to lend a helping hand, please feel free to contact either me or Joe Kranak. I can be reached by cell at 206-240-2872 or via e-mail at [ken.sain@boeing.com](mailto:ken.sain@boeing.com). Joe can be reached at home (425-391-6071), at work (206-856-7948), or via e-mail at [joe.kranak@boeing.com](mailto:joe.kranak@boeing.com).

Please mark your calendar and we will see you there!

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**From Your Safety Officer**  
**By Mike Sievers**

## 737 P-8A Poseidon at the Museum of Flight

When using VFR flight following or being controlled during IFR flight you hear Cessna 123, traffic 12 o'clock, opposite direction, Piper at 8,000 feet. What is the controller thinking when he decides which aircraft to call as traffic. Many pilots are not aware of the regulations that govern how controllers call traffic. Most of the time the differences between various situations fall into the nice to know category. Looking in the direction indicated and scanning for traffic is enough. Sometimes, however, being able to interpret what the controller is saying can be critical. There are actually three separate rules that govern traffic calls. The first is Traffic Advisory, which is used to make IFR pilots aware of VFR traffic in their vicinity, and this is the most commonly heard during VFR flight following. The second is Merging Target Procedures. This is used when two IFR aircraft target symbols on the radar scope are going to touch and are separated by the minimum appropriate altitude. The third rule, which is the main subject of this article, is the Safety Alert. Safety alerts are traffic advisories given when there is a very real possibility of a collision. While the controller's job is to separate IFR traffic, controllers may not just sit and watch two VFR airplanes run together. Once a controller is aware of a safety issue, assisting the pilot involved becomes top priority. Let's say you are receiving VFR flight following at 6,500 feet and, unknown to you, the controller has been watching another VFR airplane approach you head-on, indicating a climb. The other airplane was at 5,600 when first noticed, then at 5,800, 5,900, and looks as if it will arrive at 6,500 feet the same time his target will merge with yours. You will hear the following phraseology: Cessna 123, traffic alert, 12 o'clock, three miles, opposite direction, indicates 6,100 and climbing. The clue that this is a safety alert is the phrase traffic alert. The addition of the word alert completely changes the meaning of the traffic advisory. With that one word, the controller is telling you that you are in danger. Some controllers may change the wording slightly and say safety alert instead of traffic alert in order to use a word that pilots are not used to hearing from controllers. If you ever hear an advisory that uses the word alert, safety, or something similar, take it very seriously. But what happens if you get a safety alert and don't see the traffic. Although the controller has the authority to issue a safety alert, he has no legal responsibility to resolve the situation. However, many controllers feel a moral responsibility to take action and will issue a vector away from the other airplane. Others will simply issue advisories. If you hear a safety alert and do not see the traffic, you may tell the controller give me a vector and he will. On a scale typically used on controller radar screens (100 miles or more) once you are down to about 2 miles, the controller can no longer resolve your position well enough to be sure you will pass clear of an on-coming airplane. With the system as it is, the controller alerts you of a condition and, by scanning for traffic, it is up to you to assess the information and ask for a vector if needed. The controllers cannot fly the airplane for you, but will give you the information needed to exercise your authority as pilot in command to decide how to resolve the situation yourself.

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### Royal Aeronautical Society Presentation on

The Royal Aeronautical Society is sponsoring a special presentation on the 737 P-8A Poseidon at 6:00 p.m., Tuesday, 19 February 2008. The guest speaker will be Mohammad Yahyavi, Vice President, P-8A Poseidon (BCA) Program.

The P-8A Poseidon is a long-range anti-submarine warfare, anti-surface warfare, intelligence, surveillance, and reconnaissance aircraft. It possesses an advanced mission system for maximum interoperability in battle space. Capable of broad-area, maritime, and littoral operations, the P-8A is expected to influence how the U.S. Navy's maritime patrol and reconnaissance forces train, operate, and deploy.



Mr. Yahyavi will talk about the development, design and production of the Next-Generation 737-800 platform for delivery to Boeing Integrated Defense (IDS) Systems to help meet mission requirements of both foreign government and U.S. Navies. In this role, Yahyavi also is responsible for collaborating with IDS to incorporate the new design into the existing 737 production system.

*Please note This lecture is free of charge and all are welcome.*

If you have any questions, please contact Yvonne Aleson, RAeS Seattle Branch Secretary, at her email: [raes-sbsecretary@comcast.net](mailto:raes-sbsecretary@comcast.net) or by phone : 206-619-5442

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## Represent BEFA at the 25th Annual Northwest Aviation Trade Show

By Ken Sain



On February 23rd and 24th, the Northwest Aviation Trade Show will be held on the Western Washington Fairgrounds in Puyallup. To provide information about our association to enhance membership, BEFA staffed a booth at last year's show along with nearly 150 other exhibitors including aircraft manufacturers, aviation products companies, avionics manufacturers, FBOs, software providers, flight schools, government agencies, etc.

This year's event will feature AOPA's Phil Boyer (Saturday at 1pm), along with other speakers and interesting exhibitors. BEFA will again have a booth both days and welcomes members interested in attending the event to help staff our exhibit (free admission and parking for staff). A sign-up sheet with 2-hour shifts is available at the BEFA front desk. Alternatively, you can contact me directly (206-240-2872 or [ken.sain@boeing.com](mailto:ken.sain@boeing.com)) with your availability. More information about the event can be found at [www.washington-aviation.org](http://www.washington-aviation.org).

### For the Web Heads: Links

**SCHEDULE MASTER:** <http://www.schedulmaster.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

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

## 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>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 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
<b>Membership/Communication:</b>	<u>Doug Jacobs</u>	Cell 206-853-3164
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