

✈ 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>
Zachary Jones	I	RNT
Jack Paaun	I	RNT
Richard Schilling	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Stephen Griffith	2/2	Hickman
Elisa Langnickel	2/13	Lancaster

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Jon Vogel	2/2	Instrument	Yager
William Ng	2/16	Instrument	Davis
Jason Watt	2/20	CFI	Wolvington

Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team</u> , 6-9pm (Contact Walt Cameron)		TH	RNT
• <u>Board Meeting</u>	5:00pm	3/21	RNT
• <u>Renton Tower Seminar</u> <i>At Quonset Hut (see Ops Manager news)</i>	11:00a	3/27	Renton

From Your President By Frank Marshall

Warrior Purchase – All But a Done Deal: As you know, we have been in the process for some weeks of trying to complete the purchase of another Piper Warrior, N8325H. As of this date, we have just signed the final purchase agreement and the airplane has been delivered to our ramp in Renton. We expect that by the time these words reach your hands the deal will have officially closed, and BEFA will have added its 22nd airplane to the fleet.

As discussed briefly at the Crab Feed and General Membership meeting, we did discover, *after* our pre-buy inspection in California, that the left wing had been replaced in 2006 after being damaged in an encounter with a deer on a landing roll-out.

Our Director of Maintenance has now had a chance to inspect the new wing attachment and he reports that all the work was properly done and that all the associated paperwork is in order. He considers this to be a non-issue with respect to the airworthiness of the airplane.

However, we have concluded that the premium in market value normally associated with a “no-damage-history” airplane does not apply, even if the replacement wing itself had “no damage history.” The owner has acquiesced on this point, and appropriate adjustments have been made.

The airplane will not be available immediately because its annual inspection will expire as of February 29, and we have virtually all repair facilities at the Renton Airport already tied up doing annuals and engine replacements. Even after the annual is completed, its availability could be short-lived because we are planning an avionics upgrade shortly after that. It will end up with a familiar BEFA stack that includes a KLN 94 GPS, two King KX-155 radios, and an S-TEC 60 autopilot. *Then* it will be ready for full integration into our fleet as one of our basic Private and Instrument training airplanes, albeit with some very comfortable cross-country cruising capability on autopilot.

Renton/Everett Fleet Allocation: The acquisition of a second Warrior is part a plan for dealing with a situation that was discussed briefly in last month’s newsletter (and at the Crab Feed). It was noted that although the scheduling pressure on our basic training airplanes has been quite intense over the past year, both the lone Warrior that we have had at Renton (41896) and the lone C172 that we’ve had at Everett (739BT) have not quite received the usage that the rest of our training fleet has been getting. Previous boards have apparently long ago noted that having a one-of-a-kind airplane in the training fleet is a disincentive for students to commit to it for their training.

In addition, our ability to attract members from among the sizeable Boeing Everett work force appears to have been much weaker than our ability to attract members from the Boeing South King County sites. This, too, seems to be some fallout from the one-of-a-kind syndrome.

The first step in our plan to address this situation is to bring the second Warrior on line at Renton, creating a much more attractive incentive for people to commit to the Warriors for their basic training.

The second step, which will be taken only after the new Warrior is fully on line with its new avionics stack, is to move a C172 (4801D) to Everett. This will give us two comparable (GPS-equipped) C172s at Paine. We expect this to encourage more new Everett members, and more people doing their basic Private and Instrument training in Everett.

To the extent that the added availability of Warriors in Renton encourages people both to start their training in Warriors, and even to switch from C172s to Warriors, it should even out the hours flown per airplane between the Warriors and the C172s. That alone should relieve some of the scheduling pressure on the C172s, even though the total number of Renton airplanes will not have been changed at that point.

Finally the third step of our plan is indeed to add another C172 to the Renton fleet, as soon as we can swing it financially. Thus the goal is to eliminate the one-of-a-kind issue at both sites, while ultimately adding an additional airplane at each site.

C182RG Upgrade Nearly Complete: Our second C182RG (2365C) has been undergoing a major avionics upgrade, and the work is nearing completion. It has a beautiful avionics stack consisting of all state-of-the-art components. These include a WAAS-capable GNS 480 GPS/Nav/Comm system, a GMX 200 multifunction display, a JPI EDM-711 engine monitor, a GMA audio panel, a GTX-330 transponder, an SL-30 No. 2 Nav/Comm radio, an STEC-50 autopilot, and a supplemental Garmin 496 GPS. This combination gives it many unique capabilities, like flying LPV approaches and displaying built-in Jeppesen approach charts, terrain and obstacle warnings, a traffic information system, and XM weather.

For all of this the owner (it is a leaseback to BEFA) has decided the hourly rate, effective April 1, will be only \$120, plus fuel surcharge (only \$15 more than that of 7568T). This truly represents quite a bargain, considering that the purchase costs of the new components alone were over \$60,000, and the subscriptions to keep all the databases current will run about \$3,000 per year.

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

Aircraft	Base Rate	Surcharge	New Rate
BE76	\$159.00	\$36.48	\$195.48
C150	\$52.00	\$10.56	\$62.56
C172	\$68.00	\$15.17	\$83.17
C172SP	\$75.00	\$17.09	\$92.09
C172XP	\$120.00	\$14.59	\$134.59
C182Q	\$100.00	\$24.96	\$124.96
C182RG (68T)	\$105.00	\$25.34	\$130.34
C182RG (65C)	\$105.00	\$25.34	\$130.34
Citabria	\$75.00	\$15.17	\$90.17
C210	\$169.00	\$29.18	\$198.18
PA-28-151/161	\$68.00	\$15.17	\$83.17
PA-28R200	\$99.00	\$17.28	\$116.28
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00
SR20-WD	\$113.00	\$23.04	\$136.04
SR20-WE	\$133.00	\$23.04	\$156.04

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

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

MANY THANKS!!!

In addition to the hard working BEFA Board Members, be sure to thank the following BEFA members who help make this operation tick this last year and were honored at the BEFA General Membership Meeting and Crab feed last month. It’s always hard for the Board to assemble these awards from the many talented and generous people that were on the list. Be assured there is an acknowledged awkwardness in this process because of the fine folks who get left out. For year 2007 efforts, the following awards were gratefully presented too:

MEMBER OF THE YEAR: Karen Stemwell

JAMES DICKERSON AWARD: Harlan Zentner

HONORARY LIFETIME MEMBERSHIP: Oscar Naimi (Paine Field member)

In addition to the main awards, **extra special recognition** was presented to Tom Howard, Bob Cutler and Howard Wolvington, and **special recognition** was presented to Walt Cameron, Matt Smith, Ron Larson, Ernst Langhout, Marissa Singleton, Kip Davis, and Daryl Hickman. Thanks to everyone who has helped out BEFA this last year, both the “sung and unsung” hero’s.

Ken Sain, our VP, also did a great job on the recent events. His reward is working hard on assignment for Boeing so

we'll pass along his request to express his gratitude to the following:

HANGAR/OFFICE CLEANING and CRABFEED THANKS

Ken Sain, the BEFA Board and membership would like to thank Matt Smith, Karen Stemwell, Patrick Lavielle, Glen Showalter, Jeff Harding, James Goodnow, Mason Wright, John Scearce, Austin Watson, Andrew Boike, Tom Howard, Ken Caley, Chuck Malmsten, Fabien Madrillon, Matt Orr, Joe Kranak, Tom Howard, Mark Gapanoff, Travis Nelson, Brian Vivadas, Maynard Winchester, Olivier Godard, Matt Gianni, and Debbie Rynhoud for all their great effort in our annual hangar/office cleaning and set up. If we left anyone out, our apologies.

NORTHWEST AVIATION CONFERENCE THANKS

In addition, Ken and the Board and membership would like to thank Joe Kranak, Bob Guthrie, Lori Bechtold, Fred Quarnstrom, Yenew Kassaye, Jorge Zender, Dan Turlington, Howard Wolvington, Tim Veryioglou and his wife, Mark Gapanoff and John Parrott for helping out at the BEFA display at the North West Aviation Conference. Again, if we left anyone out, our apologies.

FLOATPLANE PROCEDURES MESSAGE

Float pilots, Dave Gildea at the Renton Tower asks that when you request the "Washington One" arrival or departure that you understand it is a procedure that either starts or ends north of the runway, and flies either over the east or west channel. There is confusion in the tower when a pilot asks for the "Washington One", then follows with requests to overfly the runway or depart in some other direction. Dave said it's OK to ask for over-flights, different departure directions or one-eighty's etc., but don't preface it with "Washington One", as that is just east/west channel departure/arrivals starting or ending on water north of the runway. Here is some clarification from Dave Gildea, the RNT Tower manager: "Here's how we've been asked in the past without using the Washington One phraseology:

Strong wind from the south, RY 15 in use--

"Renton Tower, Floatplane 736NN, on the water with Tango, request departure to the south with a low approach and then Factoria Departure/Lake Youngs Departure/Kent Departure/Burien Departure, etc."

Strong wind from the north, RY 33 in use--

"Renton Tower, Floatplane 736NN, over Lake Sammamish with Romeo, request Factoria Arrival, landing on the lake to the north."

These suggestions aren't set in stone, but it says what you want without using the Washington One phrase that gets us

ready for a floatplane just taking off or landing without over flying the airport. Thanks for helping us with this.

WORK BENCH WITH DRAWERS AVAILABLE

BEFA is surplus part of the hangar work bench and drawer unit. It's about 71" long and U shaped with two sets of drawers. Swing by and take a look. If you are interested let the Office know.

RENTON AIRPORT VFR PROCEDURES

In ramping up for the Spring/Summer, please review the following VFR arrival & departure procedures for Renton Airport, these were modified and updated July of 2007:

GENERAL VFR DEPARTURE PROCEDURES

After you have completed your checklists and are ready for departure at the runway hold-short line, contact Renton Tower on 124.7. When you receive takeoff clearance, the controller expects you to move onto the runway and depart without delay. If you're instructed to expedite takeoff (no delay at all) and you don't wish to accept that instruction let the tower controller know. If you require a delay for any reason, request it prior to taxiing onto the runway. After departure, maintain the extended centerline of the runway until at an appropriate altitude for any turns. Crosswind turns prior to reaching the departure end of the runway must be approved by the tower controller. There is no need to ask for frequency change when leaving the Class Delta boundary but if you require an earlier frequency change, it must be approved by the controller.

SOUTH FLOW – RUNWAY 15

FACTORIA DEPARTURE: *Fly runway centerline until reaching 1,000' then make standard left downwind west of I-405. When abeam the **Control Tower**, make 45 degree right turn to exit traffic pattern. Cross over I-405 and then fly direct toward **Factoria** to exit Delta airspace.*

KENT DEPARTURE: *Fly runway centerline until reaching 1,000' then fly direct toward the east side of **Valley Medical Center**. Continue straight ahead toward a point 1 mile east of SR-167 to exit Delta airspace without entering Boeing's Delta airspace.*

LAKE YOUNGS DEPARTURE: *Fly runway centerline until reaching 1,000' then turn left and fly direct toward the southwest side of **Lake Youngs** to exit Delta airspace.*

BURIEN/SEATAC CROSSING: *Request with Renton Ground on initial contact. If approved by Seattle Tower, you'll receive a transponder code. Fly runway centerline. Renton Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 119.9. Remember, you must receive a specific clearance from Seattle to enter their Bravo airspace.*

MUSEUM/KBFI DEPARTURE: *Request with Renton*

Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Boeing Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

NORTH FLOW – RUNWAY 33

EAST CHANNEL DEPARTURE: *Fly runway centerline until 1 mile past departure end of runway then fly outbound over the middle of the East Channel. Fly direct toward the East Channel Bridge to exit Delta airspace.*

LAKE YOUNGS DEPARTURE: *Fly runway centerline until reaching 1,000’ then make a standard right downwind west of I-405. When abeam the Control Tower, make 45 degree left turn to exit traffic pattern. Cross over I-405 and then fly direct toward northeast side of Lake Youngs to exit Delta airspace.*

BURIEN/SEATAC CROSSING: *Request with Renton Ground on initial contact. If approved by Seattle Tower, you’ll receive a transponder code. Make standard right downwind departure. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 119.9. Renton Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved.*

MUSEUM/KBFI DEPARTURE: *Request with Renton Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Boeing Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.*

RENTON TOWER AIRPORT AREA PROCEDURE SEMINAR

If you want a more detailed explanation of the Renton area procedures, the Renton Tower personnel will be providing a seminar on Renton Airport procedures. It will be at 1100 on March 27, 2008, at the city Quonset Hut – on the west side of the field just off West Perimeter Road, next to the airport facilities maintenance yard.

GRIEVANCES/INCIDENTS:

- 2/12/08 32521- Window left open
- 2/22/08 54088 - Pitot cover left off, Control lock left off.
- 2/29/08 36339 - Pitot cover left off and beacon left off.

**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:

- Karen Stemwell (CFI) for repositioning planes
- Mark Gapanoff for hauling trash & junk.
- Karen Stemwell (CFI) for “covering” the front desk duties while Diana was out
- Daryl Hickman (CFI) for washing 704GC.
- Rob Laird for picking up rubber mats for the floatplane pads.
- Gary Pipkin for filling the oil containers up and stacking in cabinet.
- Matt Gianni, Mike and Anna Sievers and Daryl Hickman (CFI) for helping with the invoice processing.
- Rob Laird for hauling junk.
- Mark Gapanoff for hauling junk.
- Doug Johnson and Howard Wolvington (CFI) for getting fuel for the float truck.
- Dane Olmstead (CFI) and Daryl Hickman (CFI) for getting & installing new shades in the office.
- Julien Bethel for getting float truck fuel.
- Will Allen (CFI) for repositioning airplane.
- Tim Sorenson for repairing and modifying the Arrow’s towbar.

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
- Someone to put up some shelves in the locker room.
- Someone to take the old fluorescent lights to the recycler.
- Someone to build a small outdoor shed for the paper recycle bins

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 Mike Sievers

The worst has happened. Your plan to maintain a visual separation from cloud build-ups just fell apart. After 20 minutes of weaving around, and though, ever darkening clouds, you never found a path to clear air. What looked like your last hope – squeaking through a narrow shaft of cloud-free sky toward brightness, was instead a trap. The brightness was the sunlit flank of a towering cumulus cloud and you just flew into it. You should have turned around sooner, but now thoughts of doing a 180 degree turn are relegated to second place as you fight to maintain control of the airplane in the wind shear, turbulence, and heavy rain of a thunder cell. What to do? Experts debate the best methods for riding out a thunderstorm penetration, but there is a consensus of sorts. Here are the main points you should remember if you find yourself in forbidden territory –

Keep your cool – This sounds easy from behind the pages of a newsletter, but it is central to survival. The airspeed and altimeter are all over the place, the rain sounds like hail (maybe it is hail), there are strong G forces, and you fear the worst. These are the sensations and trauma that you must endure in a thunderstorm. You may be scared, but do your best to maintain control and a positive mental outlook. Others have survived and you can too.

Let someone know – ATC, flight services, or flight watch need to know what has happened. Ideally, you are on an IFR flight plan (or using VFR advisories) and already have an ATC frequency set up on the radios. If not, call and let them know what's going on. Don't be bashful. You paid for their salary and the equipment and for using that equipment they have at hand. They may be able to guide you around the worst of the storm.

Tighten your seat belt – Seat belt tension can be lost in a thunderstorm's chaos, so be sure it's tight. Even if you are cinched down, don't be surprised if your head meets the headliner in updrafts or downdrafts. If you have not stowed your luggage or other loose articles, you'll wish you had; they can become missiles in turbulence. The last thing you need is for a tow bar to smack you on the head while you are struggling to keep the airplane upright.

Set the power for maneuvering speed – Fly the airplane at the appropriate speed for the actual weight (V_a goes up at higher weights and is lower at lighter weights) and you will be able to use full control deflections without fear of overstressing the airframe. Should you enter a thunderstorm, immediately set the power for V_a .

Fly attitude, not altitude – Whatever you do, don't chase the airspeed indicator or altimeter. Both instruments will be fluctuating wildly and you will end up past redline, stalling, or overstressing the airframe if you try to maintain a predetermined airspeed and/or altitude. Instead, do your best to keep the attitude indicator's airplane symbol as straight and level as possible. Ride out the bumps and accept altitude excursions.

Hold your heading – Try to hold your heading, that is. This will help keep your wings level – an essential ingredient to prevent an overbanking/overspeed combination.

Don't attempt to reverse course – Once in a storm, a 180-degree turn may prove disastrous if turbulence or wind shear rolls you over into a steep bank or upset. There is debate on this point. Some say to go ahead and turn around as this is the quickest way out and you may avoid a larger cell ahead. Others argue that the shortest route out of a cell is to maintain your course since most thunderstorms are only a few miles wide and that you will fly out of the other side in a few minutes. As PIC, the choice is up to you and there are good points to both of these arguments. This is where ATC can settle the decision for you with information they have that is not available from the cockpit.

Following the above points will help you ride out the storm and give you a good story (learning experience) to tell back on the ground. You will also be a devout believer in the visual-avoidance school of thunderstorm evasion. Trust your eyes, keep your distance, and you will never have to worry about the ride-out measures.

Next BEFA CFI Meeting
By Mike Sievers

Attention CFIs –

The next BEFA CFI meeting is scheduled in Renton on 28-Mar-2008 at 6pm. Please let me know if you are going to be able to make it either by sending an e-mail or checking you name off on at the Renton facility bulletin board. At this time I am working to have a speaker from the Renton tower on hand for presentation and questions.

For future planning purposes, the dates for the remaining 3 meetings are as follows:

27-June, 26-Sep, and 12-Dec

If you have any questions, contact me via e-mail at michael.w.sievers@boeing.com.

Mike Sievers

Let's Get Hypoxic

By Will Allen

As I write this article, I'm sitting in sunny South Africa. More specifically I'm in the city of Johannesburg where the elevation is 5,500'. Do you know what percentage of the air is oxygen at this elevation? 21% is the answer. In fact, that's the answer no matter what elevation I'm at. However, at this elevation the air is less dense so there is not as much pressure to force that oxygen into my lung tissues.

So what happens when we can't get enough of the oxygen into our blood? Well, I went on a flight in our association's new T210 to find out. It probably uses a little more avgas than a hyperbaric chamber but the view is much better.

It was Sunday January 13th and a rare, clear and beautiful winter day in the Pacific Northwest. The owner of the 210, John Vian, was pre-fighting the aircraft while I was figuring out what end of the oxygen tube goes in where. I would have a cannula and a mask available. The cannula is good to 18,000' for PIC and required crew and then you must switch to the re-breather mask. I probably should mention that I was to be in the back seat while running all these tests. BEFA CFI Howard Wolvington and John would be up front flying the airplane.

We checked oxygen saturation levels on the ground with a cool mechanism that you clip on your finger. It tells you the percentage of oxygen in your blood as well as your heart rate. Howard and I were at 96% on the ground at sea level. My heart rate was 65 beats per minute (bpm). For reference, a normal resting heart rate is 60-80 bpm and 115 bpm is where the first sign of motor skill deterioration begins.

After a short delay to re-file our IFR flight plan, we received our clearance, which read like every other clearance I've gotten when departing Renton IFR, oh... except for the "expect FL240 in 5 minutes". If you get this clearance when you're in the 172 you should probably check your headset volume! We were cleared for takeoff and started climbing into the clear blue skies.

We climbed to our initially cleared altitude where we leveled off to check a few things with the airplane. Then when we were ready, we requested to climb to 17,000 feet. As we climbed through 8,000' we checked the blood oxygen saturation levels with the device that John had brought. Howard's was reading at 92% and I was at 94%, already down from sea level, and heart rate at 70 bpm. At 10,000' John and Howard put on the cannulas and turned on the oxygen and Howard's oxygen level then was 94%. I remained off supplemental oxygen and watched my percentages continue to drop while my heart rate increased to keep the oxygen flowing to my brain. As we passed through 14,000' I was at 86% and 73 bpm heart rate. I was still

feeling fine with no effects "that I could tell".

We leveled off at 17,000 feet and then the real fun started. Both Howard and John were on the cannulas but I remained without supplemental oxygen. Even on the cannulas Howard's levels were dropping, showing 88% at 17,000'. Howard and John then switched to the masks which brought Howard's saturation level up to 98%, better than what it was on the ground!

I then checked my levels after 5 minutes at 17,000' to find I was down to 83% and dropping. My heart rate was at 76 bpm. After 10 minutes I was down to 79% and 80 bpm and after 15 minutes down to 74% and 83 bpm, but was I feeling anything yet? Well they say it's a gradual dulling of the senses which is correct because I can't nail when exactly I started to feel anything. I was noticing that colors were not as bright - though I could still make out a difference in color, the brilliance was gone. Of course, there was a slight euphoric feeling which was the fun bit. My overall state, in my opinion, was that I would not want to be PIC in this condition but I was still able to recognize that I was hypoxic and would be capable of fixing the situation if I were PIC. This could be important if I were flying and thought my oxygen was on when it was not, or if the oxygen wasn't working.

Now it was time to climb up to FL240! I remained off supplemental oxygen for the beginning of the climb, checking levels at 18,500' for 71% and 88bpm. Because cannulas are more easily available for passengers and more comfortable than masks, I put one on so that we could note how well cannulas do at FL240. I put on the cannula at 19,000', while I was still in a condition to figure out that it goes in my nose. Once on supplemental oxygen, I could feel my brain starting to function again and the pink fluffy elephants below started to resemble clouds again. My oxygen levels also quickly increased to a whopping 88% before decreasing again after leveling off at FL240 to 74%. A few of the earlier signs of hypoxia came back but not too badly and it was really quite a comfortable state to "fly" in, as a passenger. John and Howard were doing great on the masks at FL240 with Howard's oxygen level still at 98%.

Of course, the fun was not over as now it was time to remove John's mask as part of his high altitude checkout. After John had been off his mask for 2 minutes at FL240, his saturation level went down to 71% and he was then given a task to count backwards by 7's from 84. It went something like this.... 84, 77, 70, pause ... 73,.....pause.....78.....pause... While this was fun for Howard and me, after about 3 minutes John was ready for his mask back. John was a great sport about it all though!

Just before beginning our descent from FL240, I removed my cannula to let my oxygen level drop and see how well descending fixed my situation. After about 3-4 minutes I caught my oxygen level as low as 61% but due to the short term memory loss I was experiencing, I was having trouble getting the exact numbers to the paper! I never got to the sleepy point and as we started descending could feel things continually improving and my oxygen levels were steadily

increasing. No doubt that hanging out at FL240 much longer with no oxygen and I would have been catching up on some long needed rest.

So in conclusion, you do see a drop in oxygen from as low as 5-8,000' that could begin to show minor effects, like deterioration of night vision, and I can see why using oxygen (if available) at those altitudes is a good idea in some conditions. Also, the cannulas are effective for passengers staying comfortable up to FL240 but if you're PIC, switching to masks, even prior to 18,000', is not a bad idea. And definitely flying an airplane at FL240 without any oxygen is out of the question but descending will fix all.

These conclusions are purely my opinion from a one flight observation and it should be realized that there are other variables that we did not get hard numbers for, like oxygen flow settings. Also remember that each person can be affected differently depending on health and other daily factors like amount of sleep. For a baseline on my percentages, I consider myself about average shape and am reasonably active and play racquetball 2-3 times a week and do not smoke. I had a pretty good night's sleep the night before as well so I may not have fared as well if I'd been out late having a "good time" the night before.

Will Allen, BEFA CFI

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

Classified Ads

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