

# ✈ 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>
Sean Paul LaSelle	III	RNT
Peter Pathe	III	RNT
David Schoegg	III	RNT
Tom Van Dam	III	RNT

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Daniel Hunziker	3/12	Hickman/ Demco
Liz Sanderson	3/19	Yager

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Anh Nguyen	3/22	Private	Demco/Davis
Chun Ming Woo	3/25	Instrument	Allen

## 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>Bath and Bar-B-Que</u>	TBD	TBD	RNT
• <u>Board Meeting</u>	5:00pm	4/18	RNT

**From Your President**  
**By Frank Marshall**

**Warrior Purchase Completed:** As anticipated in last month's newsletter, the purchase of Warrior 8325H has been completed and it is now a BEFA-owned airplane. It is currently undergoing its annual, and should be on line shortly.

As soon as we can complete the avionics swap involving 7568T, which will leave the Warrior with a familiar BEFA avionics stack (2 KX-155 nav/comm. radios and a KLN94 GPS), we will implement the reallocation of resources also discussed in last month's newsletter. The Warrior will go on line as the second one in Renton, and 4801D, a GPS equipped C172, will be relocated to Everett to become a stable mate to 739BT.

**A Diverse Fleet for a Diverse Membership:** It is obvious that we have a very diverse fleet of aircraft. In addition to a fleet of economical training airplanes (150s, 172s, Warriors), we have specialty aircraft like the float plane and the Citabria, a glass cockpit Cirrus, and several more expensive high end airplanes. Somewhere in the middle are the Arrow and the 182RGs, which are both excellent trip-taking airplanes that are often used as trainers for people seeking Commercial and CFI ratings (which require the use of complex aircraft).

Each of these categories has a constituency within BEFA. In last year's survey the top vote getter in response to the question, "Which model of airplane would you most like to see added to the fleet," was "another C172," followed closely by "a top-end high-performance airplane" and "another C182RG."

Not inconsistent with this was the board's view for much of the past year that **our most pressing need is more lower-end training airplane capacity.** This was based on the scheduling pressure on the C172s apparent in Schedule Master.

With that being so, many people are now wondering how it happened that the other two needs (a top-end high-performance Centurion, 9843Y, and another 182RG with top-end avionics, 2365C) got filled before the Warrior got added to the fleet, and before another C172 could get added to the Renton fleet. Some have concluded that the board's priorities are slanted in favor of the high-end user at the expense of the lower-end users.

Here are some facts that should explain this conundrum.

There are two very different processes by which airplanes can get added to the BEFA fleet. One is for us simply to purchase an airplane on the open market. In this case we have total control over both the timing of any offers we choose to make, and the nature of the equipment we choose to purchase with the airplane or add to the airplane. Because of the drain on our resources, we are limited in how much of this we can do at any given time.

The other is to lease an airplane owned by a member and offered to BEFA for "leaseback." BEFA has absolutely no control over the timing of when such offers are made. We have no control over how the owner prefers to equip his or

her airplane. We have no control over the tach book rate the owner decides to charge. We simply have the option to accept the offer and negotiate a lease with which we are comfortable, or to reject the offer. We generally as an organization have very little financial risk as long as the airplane gets flown a reasonable amount of hours by the membership. (We help with the insurance cost and collect a small fee per tach hour for managing the airplane as part of our fleet.)

In the last few months two of our members, who obviously saw the survey results and fell in the second and third camps of survey respondents described above, decided to purchase exactly the airplanes that each of them most wanted to see added to the fleet and offer them for leaseback to BEFA. We also saw the same survey results, indicating a sizeable constituency for each plane, and jumped at the opportunity to fill those needs *when the opportunity presented itself*, even though neither airplane represented our highest priority

While this approach obviously pleased our higher-end constituencies (attendance at the ground school training classes offered for these two airplanes has been overwhelming), *it did nothing to harm the interests of our lower end constituencies*. Nobody has been charged a penny extra because of the newly leased airplanes, and the new leases have had no effect on our determination to relieve the pressure on our training airplanes in Schedule Master.

It is still the case that the only airplanes BEFA has purchased in the last year are a C172 and a Warrior, and our next planned purchase is another C172.

**Fuel Surcharges and Rates:** Our policy is to provide a month's notice via the newsletter when any airplane rates are going to change. Due to an oversight on the part of yours truly, we failed to note last month that the owner of the BE76 Duchess (a leaseback aircraft) has decided to increase the base rate to \$169 per hour, effective April 1, to cover his increased maintenance costs.

On the other hand, the owner of the new C182RG has decided to delay the \$15 per hour rate increase announced in last month's newsletter by one month. The base rate will remain the same as that of 7568T, \$105, until May 1, even though it now has the deluxe avionics stack described in last month's newsletter. This will give members a chance to complete their check ride (and any other flying they can get in during April) at the old rate.

Surcharges and rates for April are as follows:

Aircraft	Base Rate	Surcharge	New Rate
C150	\$52.00	\$11.39	\$63.39
C172	\$68.00	\$16.35	\$84.35
PA-28-151/161	\$68.00	\$16.35	\$84.35
Citabria	\$75.00	\$16.35	\$91.35
C172SP	\$75.00	\$18.42	\$93.42
PA-28R200	\$99.00	\$18.63	\$117.63
C182Q	\$100.00	\$26.91	\$126.91
C182RG (68T)	\$105.00	\$27.32	\$132.32
C182RG (65C)	\$105.00	\$27.32	\$132.32
C172XP	\$120.00	\$15.73	\$135.73
SR20-WD	\$113.00	\$24.84	\$137.84
SR20-WE	\$133.00	\$24.84	\$157.84
C210	\$169.00	\$31.46	\$200.46
BE76	\$169.00	\$39.33	\$208.33
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00

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

## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### DO YOU SPEAK ENGLISH?

If you speak English and want to go to Canada by plane, you will need to get a new renewed license stating you speak English. Basically it's just a technicality and if you have a U.S. license already, that's proof that you can speak English, but you'll eventually need a new license stating "English proficient" on it. Read on from the FFA site on this:

*Subject: International Civil Aviation Organization (ICAO) Language Proficiency Requirements*

*Purpose: To provide compliance information regarding the ICAO Language Proficiency standards for operating internationally.*

*Applicability: All persons who currently hold a United States (U.S.) private pilot, commercial pilot, airline transport pilot (ATP), flight engineer (FE), and flight navigator certificate with an airplane or helicopter rating.*

*Background: Effective March 5, 2008, (This is subject to an possible extension at time of writing), ICAO Annex 1 (Personnel Licensing) standards require that all private, commercial or ATPs as well as FEs and flight navigators operating internationally as required crewmembers of an airplane or helicopter have an airman certificate with an endorsement of language proficiency. In the case of persons holding a U.S. airman certificate, the language proficiency endorsement will state "English Proficient".*

*Discussion: The language proficiency endorsement on the airman certificate is an ICAO standard; there is no U.S.*

*regulatory requirement for airmen operating U.S.-registered aircraft within the U.S. as required crewmembers to have an English proficiency endorsement on their U.S. airman certificate. There are, however, long-standing FAA requirements for actual English proficiency pertaining to the basic eligibility for a U.S. airman certificate. The current rules in Title 14 of the Code of Federal Regulations (14 CFR) parts 61, 63 and 65 require that the applicant be able to read, write, speak and understand English. For more information, see:*

*[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/info/all\\_infos/media/2008/info08008\\_attachment.pdf](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/media/2008/info08008_attachment.pdf)*

**MISSING PILOT OPERATING HANDBOOKS AND REQUIRED ON BOARD DOCUMENTATION**

We ask that pilots please do not take the required documents, particularly the POHs out of the planes, or required GPS and Autopilot type reference guides and/or manuals that are required to be on board for legal flight. We had an instance last week where 7568T was grounded because of this. With that in mind, I have a project for those who are looking to assist us here at BEFA along this line. Please see me if you'd like to help. Thanks.

**BEFA VOLUNTEER JOBS**

In addition we have some reoccurring tasks here at BEFA that are becoming more critical and also more challenging to complete as we grow, and as most everything this day and age becomes more involved. BEFA as you know is unique in that our low rates are derived from years of member contributions that essentially build "sweat equity" into the organization. Other clubs in the area actually require a certain amount of participation to be a member, period. BEFA does not make this mandatory, but asks that you please donate some time or talent to round out the edges here. The response is generally outstanding. From filling and stocking oil bottles to installing data base cards to helping with stuffing the monthly invoices to changing the oil in the planes, washing the planes, etc....., I could go on and on with our routine tasks! We would like to formalize some of these various routine projects more than they are now for consistency. One of the ways to do this is for the members to volunteer their time and talent on a schedule to help maintain these routine tasks. I'll be taking one of these recurring tasks and discussing them a bit each month in this newsletter, and asking for volunteers to sign up for the task, and then when we get a list of members for the specific task we'll have a formal training class for it and develop a schedule that will not make it too demanding to accomplish them and spread the work load, (...many hands make light work.....). The task for this month is:

***GPS data base update card installations;***

Task description: Once a month new GPS data base cards need to be installed in the KLN 94 GPS equipped planes and

documentation noted. These keep the GPSs current for IFR usage.

Time: This can take from 1.5 to 3 hours, depending on familiarity of the task and other things. Can be done in increments over a few day period. Naturally all the GPS KLN 94 equipped planes need to be on the ground to do this, so morning hours to early afternoon on the weekdays are generally the best time to do this task.

If we could get only 6 people to sign on to this task, that would only be 2 times a year that they would contribute their time. Please either call the office with the reoccurring task you're volunteering for, your name, phone number and e-mail address, or e-mail us at [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com), if you think you can fill this. Thanks.

**2008 BEFA BATH & BAR-B-QUE**

Please call the office at 425-237-2332 to sign up for the upcoming plane wash and yard work extravaganza. We don't have a firm date yet, but will announce it on the Schedule Master message board, through the Volunteer Distribution List or direct contact to the members who call or e-mail ([befa\\_office@mindspring.com](mailto:befa_office@mindspring.com)) us. Specify if you want to do plane cleaning, yard work or facility cleaning. As usual, a fine bar-b-que will be provided to all the helpers.

**2008 U.S. CUSTOMS STICKERS**

The annual reminder of which BEFA planes have U.S. Customs stickers is as follow:

- 739BT
- 735LH
- 2008E
- 4801D
- 7568T
- 5344K
- 736NN
- 97PD
- 2365C

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**GRIEVANCES/INCIDENTS:**

- 3/13/08 4801D Flaps left down.
  - 3/28/08 7568T grounded for missing POH.
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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:

- Fabian Mandrillon for filling up oil bottles and installing the state registrations in the planes.
- Harlan Zentner and Mark Gaponoff for cleaning up the mess in the in progress pilot lounge.
- Terry Thomas for flying the floatplane cylinder to Avian at PWT for repair.
- Fabian Mandrillon for loading the GPS data bases.
- Terry Thomas for painting the BEFA wheel chocks.
- Mike (CFI) and Anna Sievers for collating and sending out the invoices.
- Terry Thomas for picking up and delivering O-200.
- Daryl Hickman (CFI) for dismantling the head banging low door between the hanger and the office.
- Dave Berry and daughter for picking up old fluorescent tubes and taking them to the recycle.
- Daryl Hickman (CFI) for installing auto close door hinges.
- Howard Wolvington (CFI) for cleaning the plugs on 78440.
- Daryl Hickman (CFI) for repositioning planes.
- Eric Lund & Bob Guthrie (CFI) for repositioning planes.
- Tom Howard, John Scarce, Tom Forbes, Harlan Zentner and Mark Gaponoff for Lounge work

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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
- 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!

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## **From Your Safety Officer**

**By Mike Sievers**

Many designated pilot examiners say they usually can determine within the first 15 minutes of a flight whether an applicant will pass or fail a practical test. One examiner is reported to go one step further by claiming he can make the same determination while the applicant is taxiing since, in his opinion, a pilot who cannot keep their nose wheel on the centerline is probably just as sloppy about maintaining a given altitude or heading. Although this may be a bit harsh, there is some merit to this contention. Many pilots with side-by-side seating do not compensate for being on the left side of the airplane. Instead of rolling their nose wheel along the taxiway centerline, they take a bead on the line from the left seat, which places the nose wheel right of the centerline. The existence of the centerline is pretty self-explanatory, but has a purpose of which was established to protect the airplanes and your wallet. Clearance from obstacles from your airplane is based on your nose wheel being on the centerline, not necessarily close to it. Deviation from the centerline removes your obstacle clearance guarantee built into the taxiway.

Another issue to keep in mind is that examiners do not like to observe pilots doing anything other than taxiing while moving on the ground. And yet there are those who will try to accomplish everything on the before-takeoff checklist prior to arriving at the run-up area. During flight reviews and instructional flights, pilots have been found to be checking their flight controls or operating other systems while taxiing. Such checks are distracting and lead to hundreds, if not thousands, of metal-bending accidents every year. The exact number is not known since most are never reported. At the other extreme are accidents that result in totaled airframes and serious injuries (such as when a pilot taxis into a ditch or fuel truck). If a pilot does not have the discipline to avoid distractions while taxiing, they may be equally susceptible to them while in the air. The only items which should be checked while taxiing are the brakes (the effectiveness should be determined before taxiing much farther than the length of the airplane) and the indications of four instruments that can only be checked when the airplane is moving. Verify that the turn coordinator (including the slip-skid ball), the heading indicator, and the magnetic compass move properly during turns, and the attitude indicator does not move at all during such maneuvering. Note that, for the attitude indicator, slight pitching indications are detectable and desirable while braking. These function checks are particularly important in the preparation for an instrument flight, either actual or simulated, and they do not require you to remove your hands and feet from the controls.

If you are going to do something, you should do it right and as well as you can. This includes something as seemingly mundane as taxiing.

**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**

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).		
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