

✈ 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>
Tim Bennett	III	RNT
Scott Boiko	Guest	RNT
Richard Jones	I	RNT
Cody Lichtenberg	III	RNT
Matthew Litke	I	RNT
George Lightner	III	RNT
Douglas Morfeld	I	RNT
Peter Morton	III	RNT
Joel Purificacion	I	RNT
Ben Welte	I	RNT
Shyh-Bor "David" Wey	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Julia Doerner	5/4	Yager
Debbie Rynhoud	5/17	Yager
Zach Jones	5/19	Gianni

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Saul Quezada	5/9	Private	Lancaster
Patrick Lavielle	5/15	Private	Allen
Stephen Griffith	5/16	Private	Hickman/ Demco

Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team</u> . (Contact Walt Cameron)	6-9pm	TH	RNT
• <u>Bath and Bar-B-Que</u>	TBD	TBD	RNT
• <u>Board Meeting</u>	5:00pm	6/20	RNT

From Your President By Frank Marshall

Crunch Time for the C172 Fleet: Like the best-laid plans of mice and men, our efforts to put our fleet on maintenance cycles that minimize down time during the summer months have gone awry this year. As a result, June is shaping up as an unusually tough month for availability of our C172s.

This can happen in a number of ways. Sometimes a routine

inspection uncovers enough required maintenance that it turns into an early annual inspection. While this saves us money, pushing the next annual out a full year from that routine, it can also shift the cycle of annuals into a series of unwelcome summer events.

In addition, engine overhauls, with the timing based on hours since the last overhaul, can happen any time of year. Each airplane typically requires an engine overhaul on a four- or five-year cycle. This year we have an unusually large number of engine overhauls coming due at once, largely in the summer.

We have been able to minimize the down time for this by having replacement engines ready to install when the airplane goes out of service. Still, down time can be exasperatingly long if other problems, especially those requiring the ordering of parts, are found during the engine removal and installation.

Specifically (as of this writing) 5344K is about to go in for an engine change *and* an annual. It could come back on line any time between the middle and end of June. Of course, it will initially be under new engine break-in restrictions for up to the first 25 hours (which means among other things no touch-and-go's).

In addition, 54088 is also going in for its annual the first part of June. It should make it back a bit sooner than 5344K (and without the new engine restrictions).

You may recall the re-stationing of 4801D up to PAE was conditioned on getting the avionics in our new Warrior (8325H) upgraded to our familiar BEFA stack. That upgrade is now scheduled to occur during the second half of June. However, around the beginning of July (you guessed it!) 4801D will be ready for *its* engine overhaul. And, of course, it will also need a 25-hour break-in when it goes back into service.

No decision has been made yet on where to base it during that break-in period, but obviously the move to PAE will not happen before mid summer. It is our intent to have the rest of the RNT C172 fleet back up and running (and through their engine break-ins) before 4801D is moved to PAE.

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

Aircraft	Base Rate	Surcharge	New Rate
C150	\$52.00	\$15.68	\$67.68
C172	\$68.00	\$22.52	\$90.52
PA-28-151	\$68.00	\$22.52	\$90.52
Citabria	\$75.00	\$22.52	\$97.52
C172SP	\$75.00	\$25.37	\$100.37
PA-28R200	\$99.00	\$25.65	\$124.65
C182Q	\$100.00	\$37.05	\$137.05
C182RG (68T)	\$105.00	\$37.62	\$142.62
C172XP	\$120.00	\$21.66	\$141.66
C182RG (65C)	\$120.00	\$37.62	\$157.62
SR20-WD	\$113.00	\$34.20	\$147.20
SR20-WE	\$133.00	\$34.20	\$167.20
C210	\$169.00	\$43.32	\$212.32
BE76	\$169.00	\$54.15	\$223.15
PCATD-M	\$15.00	\$0.00	\$15.00
PCATD-NM	\$20.00	\$0.00	\$20.00

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

How to get a Free C172 – Fly the 150’s

By Austin Watson, Treasurer

We think we want another C172, at least one more right? At least if you look at ScheduleMaster and the logged flight data, that’s what it says. The BEFA Board plans to just such, but it’s not on the immediate horizon.

How can we get one for free? Answer: Train more PVT SEL students in the C150’s.

So, why don’t we do that? Here are some typical reasons according to my very informal poll of the CFI community. My student and I weigh too much and fuel management is hard. C150’s are too slow compared to a C172 and it takes too long to get to the practice area. I like to train with two VORs. I like to train with an ADF. They are going to transition to a C172 anyway so why bother with the C150. I can’t find an examiner who will do a check ride in a C150. The cost differential isn’t that much. Some people even believe that it cost less to learn in a C172 since they fly faster. *I did the math. They’re wrong, by the way.*

In 2007, thirty two students received PVT SEL ratings at BEFA. Six received Instrument ratings. Five BEFA members flew a C150 more than the 40 hours required for an SEL rating in 2007. Assuming all five of them licensed, that leaves twenty seven pilots who received their ratings in a C172, not a C150.

Our typical C172 is flying about 450 hours per year whereas our typical C150 is flying only 250 hours per year. Let’s pretend 450 hours is the most we can get out of a C172, which is able to do both the SEL and the instrument rating. Now recall 6 instrument and 32-5 PVT SEL ratings in 2007. Assume all instrument time was in IMC (not true, but

extremely conservative) and we get 18% of the 450 hours were not available for SEL due to weather. So, the maximum hours capacity of a C172 for VFR PVT SEL training is 82% * 450 = 368 hours. If we could get all four C150’s up to 368 hours we would free up 4 * (368-250) = 472 hours. Now, that’s a Free C172!

How do we get people into the C150’s and make this happen? It may be that we don’t and we have to make some hard choices about keeping them. But let’s try to answer some of the reasons why they are underutilized by students and instructors. We’ll leave some unanswered for the reader to ponder on.

1. My student and I weigh too much and fuel management is hard.

Exercise for the reader.

2. C150’s are too slow compared to a C172 and it takes too long to get to the practice area.

An average SEL student can do the flight plans for all of his or her training and show that this is not true. It is 12 minutes to Ames Lake in a C150, and 11 minutes in a C172 according to Jeppesen Flight Planner. Is one minute too long?

3. I like to train with two VORs. I like to train with an ADF. I don’t like the radios.

4. They are going to transition to a C172 anyway so why bother with the C150?

Exercise for the reader.

5. I can’t find an examiner who will do a check ride in a C150.

This is not true. Look harder.

6. The cost differential isn’t that much.

We can drive down the cost by simply flying more because annual maintenance spread over more hours is less cost per hour. We also can drive down cost further by switching to automotive gas. These two things alone can I reduce the rate by \$13 per hour. Today, 40 hours of C150 time costs \$913 less than a C172N/P. These two changes would make the differential \$1434, an additional \$520 in the student’s pocket. Is \$1434 an incentive?

Can we get the C150’s to fly 368 hours per year and get a free C172? What do you think?

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

MISSING BEFA CFI INFORMATIONAL BINDER

We are missing the large blue binder marked, "CFI Info" (or something like that), that was on the table next to the computer in the debrief room. If anyone knows of its whereabouts, please contact either Wes or Doug Kirby, or just return it to the office if you have it. Thanks.

"ROUND – UP" CREW NEEDED (No horses needed)

We need a small group of people to spray the weeds on the tarmac with the herbicide Roundup before it's declared a Federal Wilderness area and we can't park planes on it anymore. If anyone can step up to this, please see me. Wes

THE BUSY SEASON ARRIVES

As we roll into the summer months, here come the usual seasonal warnings.

- June is usually fog month so stay on your toes. And, as we approach the cusp of any seasonal change remember the forecasts should be approached with more skepticism as it gets a bit unpredictable around these times. The fog that supposedly will burn off by 1100 may more likely be 1400, if at all, so work some wiggle room in, don't push it and *always leave yourself an out*. IFR flights that can easily encounter lower ceilings than forecast, or thunderstorm activity may necessitate landing as far as Ellensburg – that's life, and at least you can talk about it afterwards. These are not military flights, you don't *HAVE* to be anywhere but safe on the ground.
- As the flight operations around here increase and flights are booked back to back there tends to be a natural corresponding tendency to rush through things. Avoid this and be extra careful and SLOW DOWN if you find yourself in your frantic work/home busy mode. We all know these are not SUV's we are jumping into for a rushed trip to the store, but sometimes it is hard to dial down our habitual life patterns outside of our flying and inadvertently drag it into our aviation lives. Planes can be lethal to those that slip into this attitude.
- Now in typical CFI fashion, let me contradict myself – please try not to block the BEFA ramp with lengthily startup ramp procedures. A few pilots already this spring sat for nearly 10 minutes waiting for planes to clear the end of the ramp while charts were being folded correctly and other such stuff sorted out. Preload these tasks as feasible prior to the pull out. Try to get as much done prior to pulling on the ramp centerline and have your routine practiced to ensure timely ramp clearing. On one hand we realize everyone is at a different comfort level and capability as to flowing quickly and efficiently and again, we don't want you to rush and make mistakes. But if needed think about options such as moving the plane to the side at the end of the

row (still keeping you off the taxiway), or starting up and moving to the ramp just south of BEFA to finish out pre-check/setup items, thereby unblocking the ramp area. Same with shutdowns. Please try to get the plane back into the stall in a timely manner to open the aisle up for others. Thanks.

- With an increase in activity an increased need for volunteers develops. Help us!
- Try to keep avionics off in the high heat if you are not using them, to prolong the life of not only those components but the adjoining ones. For instance, you don't need both Comm/VORs going, GPS and DME in the pattern, why burn them up? (Or, if you do, see your instructor!) And, you may want to power down the transponders after landing as they are reputed to be the hottest item in the cockpit.
- **Please remember** we are all owners sharing these planes, be considerate of your fellow pilots – create a plan that brings you back on time take your garbage out, secure the plane properly and *don't abuse the interiors*, treat them gently, again these ain't SUV's.
- Lastly, get recurrent training when it's needed, not just when it's mandated. In the VFR arena this is especially true for float pilots and R-182 pilots. If we clobber the floatplane, we can pretty much figure that privilege will be gone for good, not a good legacy to leave to future BEFA pilots. By nature pilots are a very confident lot, reflect that this is both a blessing, and at times a bane.

A NOTE FROM RENTON TOWER (This is not necessarily specific to BEFA)

We are experiencing a few pilots who apparently strongly dislike our local VFR routes, e.g. east channel arrival, Kent departure, etc. As many of you know, these routes were routinely used for years (decades?) at Renton until the FAA decided we weren't allowed to use them anymore after our first (as a contract tower) full-facility evaluation in June 2000. The reason was that the routes and fixes referred to thereby were insufficiently published.

Quite a few pilots apparently liked those routes, since for years thereafter we were asked many, many times about bringing them back. So, we spent some time working the system--submitting paperwork through the appropriate channels and making innumerable phone calls. Finally, the wheels of government rolled and the fixes were printed on the terminal area chart. We came up with a very precise description of the routes and published them through the airport manager's office. They are also available on the city of Renton website, and are in the process of being added to various other local area guides and flipbooks. We got the official go-ahead from the FAA and began using the VFR routes again last summer.

The VFR routes are published and available. FAR 91.103 states: "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight."

The bottom line is, we don't have time to get into discussions over the radio as to whether or not it is "legal" for us to use these routes. You are free to have that conversation with FSDO, if you'd like. Actually, you may notice a marked increase in conversations between pilots and FSDO due to a new FAA policy of increased spot-checks of our audio recordings to reveal any "unreported pilot deviations". This is the new emphasis item coming down from above.

If you must vent, consider an unrecorded venue--i.e. the telephone.

Renton Tower, 206.764.6632

BEFA VOLUNTEER TASK # 2

As there were no takers on the last Task request, I'll rerun again.

We have some reoccurring tasks here at BEFA that are becoming more critical and also more challenging to complete as we grow. This is a continuation of a series of articles to get member participation in needed routine tasks to help your Association. I would like to thank Ming Woo and Tyler Wilson for stepping up to last month's article asking for installers of the monthly GPS data base cards in our planes that have KLN 94's. BEFA, as you know, is unique in that our low rates are derived in no small part from 54 years of member task contributions that essentially build "sweat equity" into the organization. Other flying organizations 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 are asking members to share a bit of time and talent on a schedule to help assist in these routine tasks. I'll be taking one of these reoccurring tasks and discussing them a bit each month in this newsletter, and asking for volunteers to sign up for the task. 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 VERY IMPORTANT: AIRPLANE CLEANING

Task description: Airplane washing and interior cleaning. There is a convenient "wash rack" next door to both RNT & PAE BEFA,

and we have a special aircraft soap that is a concentrate, and is then diluted to use to (gently) scrub the plane. Training (easy) is required for this to avoid water in pitot system, protection of the Plexiglas, antenna's etc... Washing airplanes is a serious *MAINTENANCE TASK* that we need to perform more often. FAR's actually *require* a wash once a year at annual. Even twice a year is not nearly enough to preserve a \$9,000 paint job. Consistent regular washing is a very important maintenance item. The wash volunteers could if they like do this in conjunction with when the BEFA Crew

does oil changes on Thursday or Sunday to reduce the impact of down time, but whenever it is convenient for the volunteers will be appreciated. Cleaning of the interior trim pieces also helps preserves the plastic. Special thanks to Sean Garrett of the PAE BEFA group who already has a head start and jumped on this! He's taken on this project for the planes based at Everett, with support from other PAE BEFA members Jeff Werrick, Mike Reilly, Patrick Greer and Brian Johnson. Who can sign up here at RNT for this?

Time: This can take from 1 to 3 hours per plane, and frequency of wash days is dependent on number of people and condition/size of the plane being cleaned. The more often they are washed though, you'll find the quicker the job get's done so expect the wash time to decrease as the planes cycle through and get washed consistently. Generally, after the plane(s) are initially cleaned well, it subsequently takes about 35 - 45 minutes for 3 people to give it a respectable bath.

Please either call the office (425) 237-2332 with the reoccurring task you're volunteering for, and provide your name, phone number and e-mail address, or e-mail us at befa_ops@mindspring.com, if you think you can help fill this task. You will be contacted with a date for a training meeting, (which should be short), and a consensus on schedules to work this into a regular routine like the Crew volunteers do with oil changes. Thanks.

GRIEVANCES/INCIDENTS:

- 5/17/08 704GC: Gust lock found off.
- 5/14/08 2365C: Dip stick cap not seated during flight.
- 5/26/08 7568T: Dip stick cap not seated during flight.

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:

- Tim Veryioglou (CFI) for fixing the BEFA mower.
- Carey Lundford for filling oil bottles & killing weeds.
- Daryl Hickman for heading up the BEFA Crew BBQ.
- Terry Thomas for picking up and delivering the core O-200 engine.
- Isaac Karami for picking up pilots and returning them to RNT.
- Jim Goodnow and Doug Kirby (CFI) for repositioning planes.
- Mark Gaponoff for drywall fixes.
- Harlan Zentner & John Scarce for painting.
- Steve Issacson and Dan Turlington (CFI) for repositioning planes.
- Debbie Rynhoud, and other unknown folks for filling the oil bottles.
- Tom Howard and Austin Watson for repositioning planes.

- Will Allen (CFI) for help in retrieving 54088 from PAE.
- Much thanks to the Citabria “washing elves” for their good work. We’re not sure who they all were.
- The Pipkins for making a fluorescent light recycle run.
- Tim Veryioglou (CFI) for helping out on 704RY
- Paul Wagner for helping out with the ferry flight.
- Daryl Hickman (CFI) for getting rid of the rotted picnic table.
- Chuck Malmsten for driving pilots around and also for his ongoing work on the security camera.
- Chuck Malmsten again, for developing the BEFA badge program procedures.

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

There are some airplane systems that pilots really need to know about. Actually, we should know all of the airplane systems well. If the airplane is a simple trainer, then there is not that much to remember. If it is a complex machine, there is a lot of equipment to break and, Murphy’s law being what it is, it will break sooner or later. There is no reasonable excuse for a pilot not having the knowledge about the hardware that they fly. There was a recent (non-BEFA) incident involving an airplane with an electric trim malfunction. The pilot wound up fighting the trim and nearly losing the airplane because he was not familiar with the trim disconnect system. There are several ways to disconnect the trim and, if you are going to fly an airplane with such a system, you should be familiar with all of them. You won’t have the time to read the fine print after the system fails.

Some airplanes need fuel pumps to be on during take-off and landing; others need them off. Each procedure can be unique

and getting the switch in the wrong position for take-off can result in bad things. The engine may flood and quit or the engine may starve and quit. It is likely that neither scenario will be on your flight plan. A take-off is not a place to learn that your system knowledge is lacking. If the alternator fails, what are the indications? Some ammeters show a load on the system, while others show a rate of charge or discharge. What is the re-set procedure? What if it does not work? How long will the battery last? Can you get the landing gear and/or flaps down?

The good news is that there is no mystic, inaccessible source to research in order to find the answers to your system questions. The answers can be found in the airplane POH. The most common area where a pilot’s system knowledge comes up short is in avionics. Even the basic nav/com equipment now has new twists and turns that require extra time to learn. This should not be a surprise since flying technology has, and always will, advance. If you are going to be the master of all you survey, then you need to master the systems of your survey vehicle first. As we have all seen and hard, a good pilot is always learning.

Have You Washed an Airplane Lately?

By Austin Watson

If you have never washed a BEFA airplane, shame on you! We have 350 active pilots at BEFA. If we each wash one airplane per year then every airplane will get washed every month. That’s a lot better than the twice a year we get now.

Clean airplanes save money and keep costs down because they need to be painted less often and corrode less. You will also save fuel costs while flying a clean airplane with less drag. Airplane paint jobs add two to three dollars per hour to the cost of flying. Clean airplanes reduce our operating costs.

If you are a student pilot or an experienced pilot and don’t know how to wash an airplane, ask your CFI to show you how. When you go on your check ride, wash your airplane the day before. Your examiner will notice the extra care you’ve taken to preflight your airplane.

Next time you wash a BEFA airplane, put your name on the list of people who have washed an airplane in 2008 on the airplane checkout board at KRNT and let’s see if we can get 350 names up by December 31st. Maybe we will need a bigger board!!

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

Officers and Staff

We rent FULL-SIZE FOLDING MOUNTAIN BIKES to travelers and vacationers. Our bikes come in a travel bag and will easily fit into almost any general aviation airplane and have been configured to handle virtually any terrain pilots and travelers may face at their destination. Our bikes solve the problem that many pilots face – what to do about ground transportation at the other end? How do we get around and make the most of our destination, especially when there are no car rentals or courtesy vehicles at remote airports? This problem can be quite a deterrent to going on cross-country trips.

In addition to the uniqueness of our bikes, we deliver and pick-up at RNT and PAE (as well as BFI, SEA, Auburn and Harvey) and even at member's homes if they like.

For more info, please checkout our website at www.foldabike.biz

Kevin Thomazios, 425-533-8203

BEFA member and semi-retired dentist Fred Quarnstrom, DDS, has written a book called "Open Wider: your wallet not your mouth, A consumer's guide to dentistry." Dr. Q does reviews for Union Welfare insurance Trusts, teaches, does research and is on the State's dental disciplinary/licensing commission, DQAC. The book is \$18.99 plus shipping on Amazon. If you buy the book through BEFA, the total cost is \$15.00 per copy (including delivery to BEFA). For more information: <mailto:fredq@comcast.net>

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Maintenance ACE Aviation 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
Facilities:	<u>Oscar Naimi</u>	Wk 425-315-0566
Safety Mgr:	<u>Mike Dubbery</u>	Cell 425-239-3630
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