

✈ 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>
Delmar Fadden	III	RNT
Nathan Fleming	I	RNT
Thomas Hansen	I	RNT
Wayne Johnson	I	RNT
Frank Nabors	III	RNT
Becky Showalter	II	RNT
Maura Steiner	I	RNT
Lisa Stuber	I	RNT

Security Camera System: This one is essentially completed. It appears to be just in time, since with the high price of fuel we have started to hear reports from around the Renton airport (you had to see this coming) of people stealing fuel out of airplanes.

We owe many thanks to Chuck Malmsten, who took charge of this project and made it happen.

Membership Cards: In recent years BEFA has moved away from the practice of providing members with membership cards. However, we have been periodically reminded of how useful it would be to have them.

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jason Robinett	6/1	Veryioglou
Christopher Warner	6/24	Lancaster
Jack Paauw	6/28	Hickman

For example we have had members, trying to return from Canada, run into problems with Customs. The airplane registration traces back to BEFA, but the members have no paperwork to show they are BEFA members.

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Jon Vogel	6/2	Comm SEL	Hickman
Hideyuki Kamiya	6/12	Private	Hickman
Jay Sullivan	6/24	Comm MEL	Wolvington
Diana Klug	6/24	Instrument	Davis
Daniel Hunziker	6/25	Private	Demco/ Hickman

In addition, in view of modern security concerns, not to mention the fuel thefts noted above, it would be nice to be able to ask a stranger seen loitering on BEFA property if they have a membership card.

Thanks once again to the efforts of Chuck Malmsten (he's been busy lately!) we will soon have plastic photo ID cards identifying each of us as a BEFA member. Watch for a newsletter article with instructions on how and when to come in and get your picture taken for the card. (There will be a \$5 charge for processing the card.)

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	7/18	RNT

Jeppesen Product Discounts: As you may know Jeppesen is now a subsidiary of The Boeing Company. But it has been far from a given that members of a Boeing association like ours should receive a significant discount on Jeppesen products. Our Vice President Ken Sain, however, has done a tremendous job of negotiating some very substantial discounts for us, available now. Please see his article elsewhere in this newsletter.

**From Your President
By Frank Marshall**

What's Happening? Lots, actually. In this and the following few newsletters you'll be reading about a number of new developments at BEFA. Here's a heads-up on what's coming.

Renton Internet Service: Everyone who has tried to get an on-line weather briefing or make a Schedule Master reservation from the Renton office knows that our internet service has been painfully slow.

Howard Wolvington has researched a number of alternatives, and has found a company that thinks they can provide us with service that will lead to a tremendous increase in speed without increasing our total costs. We have given them the OK to proceed, and they will see if they can design and install a system (on their nickel) that can deliver on their promises.

Web Site Improvements: Chuck M. has also been working on several web site improvements for us. (He has *really* been busy!) Among other things, instructors will be able to access the various 6-month tests with the correct answers (even though they already know all the answers, of course) in a password protected part of the site. Stay tuned for more on the site improvements.

Rate Review: Finally, I must report that a review of our rate structure is underway. BEFA has long been able to provide its members a way to fly at rates that are unmatched in the Puget Sound area. Part of our cost advantage, of course, is the many tasks, involving both our airplane fleet and our facility, that are done on a voluntary basis by our loyal members.

As you know, we have been able to hold the line on rates for three and half years. Alas the growth in our costs is forcing us now to reassess our rates so we can ensure our continued financial health into the future. The results of the current review will be announced soon.

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

Aircraft	Base Rate	Surcharge	New Rate
C150	\$52.00	\$16.78	\$68.78
C172	\$68.00	\$24.10	\$92.10
PA-28-151/161	\$68.00	\$24.10	\$92.10
Citabria	\$75.00	\$24.10	\$99.10
C172SP	\$75.00	\$27.15	\$102.15
PA-28R200	\$99.00	\$27.45	\$126.45
C182Q	\$100.00	\$39.65	\$139.65
C182RG (68T)	\$105.00	\$40.26	\$145.26
C182RG (65C)	\$120.00	\$40.26	\$160.26
C172XP	\$120.00	\$23.18	\$143.18
SR20-WD	\$113.00	\$36.60	\$149.60
SR20-WE	\$133.00	\$36.60	\$169.60
C210	\$169.00	\$46.36	\$215.36
BE76	\$169.00	\$57.95	\$226.95
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00

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

It’s Always About the Money By Austin Watson, Treasurer

Here’s the easiest question put to the treasurer this year. Can we afford a new BBQ? Answer: “Yes. If we can’t afford a BBQ, then we really are in trouble.” Here are some more examples of the kind’s finance of questions that come to the BEFA treasurer week in and week out.

Should we pay 15,000 for a maintenance item and have a plane off line for six weeks or should we pay 20,000 and have it offline for two weeks, saving 5,000? What is two weeks worth? Should we save money and have cranky pilots, or spend lots of money and have fewer cranky pilots.

Should we take out a 100,000 loan for a new plane or should we wait until the bank account builds up? How much reserve should we have before we spend 100,000 on a plane?

How long should we keep planes? When does maintenance cost become so large that we are better off buying new equipment? (This, by the way is a classic argument Boeing uses to sell new planes)

How can it be that we are still paying \$90 per month in spite of the fact that all of our fixed costs have risen since this rate was established? Maybe the rate was too high way back when. OR, maybe it’s too low now. Maybe it’s just right. Do the math. What’s the answer?

If we had free or almost free online flight planning software and IFR charts, what would happen to our printing costs?

Given our ability to buy planes, should we buy high end planes or encourage leasebacks at the high end? What is the impact?

Is a C172 leaseback a good thing or will it reduce hours against BEFA owned C172’s and drive up their per hour costs? How much C172 capacity can we absorb and still get 450+ hours per plane per year?

INTERSTING FACTOID: ProFlight gets 800 hours per year out of their C172’s. How do they do that? (1) Pilots sign up for a C172, not for a tail number. (2) It’s a business. Profit is mandatory! They manage the schedule carefully.

Pay up you high class flyers By Austin Watson

Notice a surprise in your bill last month? Some of us have been flying Class-III planes with only a Class-II membership.

We got upgraded.

If you are a student you are a Class-I. As soon as you become licensed you are upgraded to Class-II. As soon as you reserve a Complex or High performance airplane, you should be upgraded to Class-III. Your CFI should have told you. We missed this step in our process for a while recently and thanks to a careful audit by the finance gang, we've recovered the uncollected funds.

Surprisingly few pilots disputed the upgrade and we added over \$2,000 to the balance sheet. Thanks to Diana for digging through some complex data to figure out just exactly who needed to be billed and for fielding a few phone calls from surprised pilots.

The board is looking into process changes like locking down Schedulmaster a little tighter to prevent this income leak in the future.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

GENERAL BEFA OPERATING PROCEDURES

Your CFI's at some point should have briefed you on all of this, but if you've forgotten....

Kneeboards, headphones or any hard objects on the instrument dash panel are prohibited. (Keys are OK). Reason: note all the scratches and dings from the inside where these items eventually will contact the Plexiglas, reducing the life of these windscreens. (Yes I know, everyone is careful, *but it still seems to happen*). It also accelerates "Crazing" of the Plexiglas. About \$600+ per copy to replace.

DON'T SLAM OR BE ROUGH WITH DOORS, INTERIORS, SEATS ETC... Airplane components are made lightweight for hopefully obvious reasons - occasionally I hear comments about how "cheap" & "flimsy" small plane interiors are - a "rookie" comment, remember these things have to fly so components are not particularly robust like SUV's! Think finesse, patience and a light touch when getting in and out of planes and adjusting seats etc... Leave the brute force for your SUV/Hummers.

Don't grip & pull on the dash-brow to move you and your seat forward. This eventually will pull it out of the instrument panel.

Don't ever leave the oil dipstick or a fuel cap loose in the filler neck. Dog it down each time you walk away. (Not with the strength of ten thousand men though, then it needs pliers to get it off). We had two recent incidents in one week where the stick was left loose when the pilot got preoccupied. The engine compartment and right side of the plane got slathered in oil. (A little oil goes along way). To their credit, there was no "quibbling" and both pilots stepped right up and

washed the plane(s), and the inside of the engine compartment to perfection. Thanks guys for the good attitude. **Conversely**, don't dog it down so tight we need pliers to get it off.

Don't leave the tow bar attached to the nose wheel unless your hand is on it. If your hand comes off the tow bar, the tow bar should be off of the nose wheel. Yes, I've actually seen two planes at separate times in the pattern, with the tow bar still attached to the nose wheel, so it does happen.

Don't mash the push to talk switch down. Avoid the "death grip" thumb mashing on the PTTs. They work fine with a relaxed, light push. After several weeks of nervous "mashings", the contact point stop will eventually wear down or brake and push past the connection point. A note; if you happen to encounter a recalcitrant PTT, try a light touch and it will probably work as it may "detent" and stop at this contact point.

VITAL AIRCRAFT MANUAL MISSING

We've lately seen required documents like POH/AFMs missing from our planes. This has to stop. We've found POHs in the wrong planes and now flat out disappearing. *SOMEONE REMOVED THE OPERATING MANUALS FOR THE GARMIN 480 IN 7568T WHICH MEANS THE AIRPLANE WAS UNAIRWORTHY PER THE FAA AS THESE ARE REQUIRED DOCUMENTS TO BE ON BOARD FOR FLIGHT. WE HAVE COPIES NOW INSERTED TO MAKE THE PLANE LEGAL. WHOEVER TOOK THESE FROM THE PLANE PLEASE RETURN THEM AND DON'T EVER DO THIS AGAIN.*

GRIEVANCES/INCIDENTS:

- 6/7/08 704GC - Deep gouge made in outside of new windshield. PLEASE TAKE CARE OF YOUR PLANES!
- 6/9/08 97PD - Gust lock left off.
- 6/12/08 4801D - Gust lock left off and pitot cover 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:

- Troy Beardslee for filling oil bottles.
- Walt Carrel for getting float truck fuel
- Daryl Hickman (CFI) for arranging the BEFA Crew appreciation day.
- Austin Watson, Brian Heath, Tyler Wilson, Ingrid Abendroth, Bill Stocker and Walt Carrel for helping collate the invoices.
- Tyler Wilson for loading the databases.
- Maynard Winchester for the support on our vending

machines.

- Steve Myers for mowing the lawn.
- Steve & Susan Myers for filling oil bottles.
- Tim Veryioglou (CFI) for parts run.
- Esko Mannisto, Patrick Fly, Hideyuki Kamiya, Troy Beardslee and John Searce for washing/waxing 704RY.
- Doug Kirby (CFI) for repositioning plane.
- Terry Thomas for picking up and delivering 44K engine mount.
- Louis Morton for picking up log books at Thun Field.
- Keith Murphy for blasting the weeds on out tarmac.
- Tom Howard and Neil MacDougall for washing 41896.
- Adam Tomlinson and Daryl Hickman for washing 7568T.
- Tim Jenkins for getting fuel and fueling the float truck.
- Tim Veryioglou for repositioning plane.
- Eric Lund for repositioning plane.
- Carey Lunsford for mopping out the hangar
- Stephen Griffith and group for washing 97PD

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 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!

Good News! BEFA / Jeppesen Discount Program Now Available

By Ken Sain, BEFA VP

Jeppesen offers some of the best electronic charting and flight planning products for the aviation community. As part of the broader Boeing family, these products and services will now be offered to current BEFA members at a substantial discount to retail pricing.

BEFA Jeppesen Discount Pricing

- 20% Off Training Materials and Pilot Supplies
- 50% Off GPS NAV Data Subscriptions (20% for SkyBound Hardware)
- 50% Off Flight Planning Software / NAV Data Updates (e.g., FlightStar, JIFP; initial software is free)
- 50% Off Electronic IFR Charts / Approach Plates (e.g., JeppView and NavSuite)

(Please note traditional paper charts are not available at discount)

You can see the breadth and depth of available Jeppesen products at their website: www.jeppesen.com. I personally use JeppView electronic charts to print out always up-to-date, double-sided approach plate booklets (Jeppesen mails the paper enroute charts as updates occur) and also use FlightStar for flight planning. Both are terrific products.

In order to receive the BEFA discount, you must be a BEFA member in good standing, and:

1. Fill out a Jeppesen BEFA discount request form available at the BEFA office
2. Submit the discount request form to Diana at the BEFA office; upon receipt, BEFA will initiate the order process through a special desk at Jeppesen
3. Within 2 – 3 days, Jeppesen will e-mail you a temporary password for your new account
4. And, Jeppesen will contact you via the provided telephone number to confirm the order and request credit card payment

**Note: If you already have an account with Jeppesen and would like to apply the discount pricing and receive a pro-rated refund, please fill out the same form, provide the Jeppesen account number and check the "Convert To BEFA"*

Pricing” box.

All accounts will be individual, with the account owner responsible for all orders and applicable charges. If a member leaves BEFA, the member will be able to complete their current Jeppesen subscriptions at the discount pricing, but will revert to regular retail pricing upon renewal.

If you have any questions regarding the discount program, please direct them to Ken Sain, BEFA VP at ken.sain@boeing.com.

**From Your Safety Officer
By Mike Sievers**

Following our primary training and with the advent of GPS, most of us get very little practice at basic navigation and we pay a price for this. In much the same way that we have lost our arithmetic skills of balancing a checkbook by hand, we have also reduced our capacity at estimating time, speed, and distance. As an example, Catalina Island lies 26 miles off of the west coast of California, and is an excellent destination for day trips. San Clemente Island lies 25 miles further out to sea. You don't, however, want to land on San Clemente Island since the Navy owns it and drop-in visitors are not invited. Yet on low visibility days, the folks monitoring Catalina CTAF have been known to clear a pilot for landing only to have that pilot ask what the F-18 is doing on the runway and why the gas boy is holding a gun. With a constant ground speed, it takes twice as long to fly 50 miles as it does to fly 25 miles. Why might a pilot not sense the difference? Could the advancement of technology have something to do with this? I know this is an ancient argument that started with getting soft after the advent of the wheel and the remote control. The introduction of GPS into the cockpit is great and I do not advocate sending it back from whence it came any sooner than sending back the calculator. But the map displays and push button computations make VFR navigation effortless and that is a source of the worry.

To navigate is to plan, record, and control the course and position of the airplane. How much planning goes into pushing the Direct button on the GPS or entering the flight plan and pointing the tiny airplane symbol toward a distant destination? With the current technology, a pilot can be a navigator without having to understand, much less practice, navigation. In fact, a pilot does not even need to worry about wind correction when using a GPS. If the pilot drifts off course, the direct button can be used to obtain a new course. In textbooks, this is called homing and is the technique of entry level navigators. Further, a pilot is lost if he is unaware of the bearing and distance relative to some known point. Using a GPS, the pilot does not need to think in terms of bearing to or from a station. All that is necessary is to keep

the track line centered vertically in the display. Also, knowledge of the mileage to the destination is now determined by reading a display. According to the definition of lost, it can be concluded that a pilot relying on a GPS is lost to some degree. Not necessarily in the sense that the pilot cannot find the destination (provided the GPS keeps working). But if the unit fails, the pilot is at a greater disadvantage than one who knows the position using pilotage.

The ability to identify a position, plot courses, and compensate for wind requires practice; and we do not get enough of it when using the GPS. I'm not recommending unplugging the GPS in favor of pilotage and dead-reckoning. The GPS is an excellent tool to be used in a way that makes us smart instead of dulling our navigational sense. If your GPS shows a track line, then track it; don't chase it. Select a heading on the airplane directional gyro that corrects for drift and work that heading. Resist the temptation to home to a destination by selecting a new course if you have drifted off of the original course. This is directional laziness and, unfortunately, it is addictive. Take the effort to make speed and distance estimates to checkpoints along the route (yes, this requires a chart) and use the GPS to confirm your estimates; not the other way around. In this way we use GPS to exercise our brain's navigational center. While GPS offers unprecedented accuracy in VFR navigation, it can also dull our awareness of time, speed, and distance. Don't let this happen to you. Challenge your brain's internal moving map display by using GPS as a tool to confirm your estimate of wind, drift, and position, not as the only authority.

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 Scearce john.p.scearce@boeing.com

Classified Ads

FOR SALE: 1975 Cessna 182-P. Pristine, no corrosion, hangared. Fresh annual; Airframe total hours: 3330; 1275 hours since SMOH; long range tanks, IFR equipped; KX-155, KN 64 DME, ADF, 300A autopilot, Engine Analyzer, \$78,500; Call Greg for more details, (206) 526-1623. \$78,500.

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

FOR SALE. 1979 Beechcraft Duchess (BE-76), serial #ME-73, N2008E. Currently on leaseback with BEFA. (See office for current times).

5650 TT 1700/1700 SMOH 1700/1700 SPOH
\$109,000.

Contact Brad Schrott: phlying4fun@aol.com 206-992-4901

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	<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).		
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