

✈ 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>
Michael Borkan	I	RNT
Dennis Brandow	II	RNT
Jerrod Carstensen	I	RNT
William Healey	II	RNT
James McGregor	I	RNT
Les Pence	I	RNT
Ashwin Rao	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Joel Purificacion	7/9	Olmstead
Scott Boiko	7/29	Veryioglou

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Adam Tomlinson	7/7	Comm SEL	Hickman
Paul Shank	7/8	Comm SES	Hickman
Ken Caley	7/8	Comm SEL	Stemwell
Tim Veryioglou	7/11	CFII	Wolington
Jasper Corleis	7/11	Comm SEL	Kirby
Ken Caley	7/17	Comm SES	Stemwell
Troy Beardslee	7/23	Private SEL	Lund

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

From Your President
Frank Marshall

Another C172 Set to Join the Fleet: We have reached an agreement in principle to lease another late-model C172, and we expect to have the airplane on line at RNT very quickly, possibly as early as August 18.

As you know this has been a tough summer for C172 availability. No sooner did we get past the crunch caused by the confluence of multiple engine overalls and annuals than we lost 97PD (our most popular airplane) for an extended period due to substantial damage sustained in a landing attempt at RNT.

In addition the anticipated move of 4801D to PAE has been delayed by the bigger than expected job of rewiring our new Warrior for the installation of its KLN94 GPS and KX155 radios. We still plan to send 01D northward when the Warrior goes back on line, making a total of two GPS equipped C172s available at PAE, and two GPS equipped Warriors at RNT.

Therefore the addition of another C172 could not have come at a better time. The airplane, 9537Q, is a Cessna 172R, but it has received an STC modification making it the functional equivalent of a C172S model. That is, the engine has been re-rated for the same 180 HP as the S model.

Thus it is a virtual clone of 435SP, including the new Cessna engine instrument array, the KLN94 GPS, and the single-axis KAP140 autopilot. It also has the same soundproofing and corrosion protection as the S models.

Tach Book Rates Slated to Increase: You knew it had to happen sooner or later. It has been three and a half years since our current rates went into effect, and during that time we have absorbed ever increasing maintenance costs.

Effective September 1, the base rates (not including fuel surcharges) for the following aircraft will change as follows:

Model	Current Base Rate	New Base Rate (eff. Sept. 1)	Base Rate Increase
C150	\$52	\$62	\$10
C172	\$68	\$75	\$7
C172SP	\$75	\$80	\$5
PA28-151	\$68	\$75	\$7
Citabria	\$75	\$85	\$10
C182Q	\$100	\$102	\$2
C182RG (68T)	\$105	\$110	\$5
C182RG (65C)	\$120	\$125	\$5
C172XP	\$120	\$130	\$10

The board's goal, with respect to the BEFA owned aircraft, has been to seek a set of rates that would ensure the organization's continued financial health, while trying to keep the rates in line with the actual hourly cost of operating each model. This has led to different percentage increases model by model, but the board projects that the aggregate

effect will be a 9.4% increase in our average revenue per tach hour.

Some may ask how we can get by with only a 9.4% increase after nearly four years during which inflation has averaged more than 4% per year. After all, four years ago we were the best deal in town, and the increases imposed by local FBOs since then have only increased our advantage.

The answer no doubt lies partly in the willingness of a sizeable percentage of our membership to volunteer their time and effort (not to mention loans or outright gifts of equipment) to accomplish many of the tasks that need doing at a fraction of the normal cost.

Another effect, however, is easy to overlook. While both the membership and the fleet have been growing, we still have only one Operations Manager, and the same office staff. The unintended consequence of this growth has been an increased work load for all of our employees, and they have cheerfully accepted the challenge. We owe them our gratitude for this, since it has reduced our costs per member, and has helped us stay ahead of the game financially.

Share Costs to Increase for New Members: For new members joining on or after September 1, the costs for Class I, Class II, and Class III shares will increase to \$550, \$650, and \$750, respectively. This will have *no impact on existing members* – it will still cost \$100 to upgrade from one class to the next.

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

Aircraft	Base Rate	Surcharge	New Rate
C150	\$52.00	\$17.82	\$69.82
C172	\$68.00	\$25.60	\$93.60
PA-28-151/161	\$68.00	\$25.60	\$93.60
Citabria	\$75.00	\$25.60	\$100.60
C172SP	\$75.00	\$28.84	\$103.84
PA-28R200	\$99.00	\$29.16	\$128.16
C182Q	\$100.00	\$42.12	\$142.12
C182RG (68T)	\$105.00	\$42.77	\$147.77
C182RG (65C)	\$120.00	\$42.77	\$162.77
C172XP	\$120.00	\$24.62	\$144.62
SR20-WD	\$113.00	\$38.88	\$151.88
SR20-WE	\$133.00	\$38.88	\$171.88
C210	\$169.00	\$49.25	\$218.25
BE76	\$169.00	\$61.56	\$230.56
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.)

More Good News! Ken Sain, BEFA VP

As written in last month’s newsletter, we now have very attractive BEFA discounts for many Jeppesen products and services, including their market-leading flight planning and electronic charts applications. To access this terrific benefit, all you need to do is fill out a form available at the BEFA office.

Ken Caley, another BEFA member, had a very good conversation with Mark Van Tine (CEO of Jeppesen) last week when he was in Seattle for meetings. Ken emphasized how appreciative he was of Jeppesen’s support of BEFA and Jeppesen’s own flying association called JEFA (see link to the JEFA website on back of this newsletter).

Mark subsequently contacted me to say he would like to provide FliteStar IFR (flight planning) and JeppView (electronic charts) for BEFA members to use at our two locations KRNT and KPAE free of charge!

So, once this is in place (hopefully by the time you read this note) we will be able to allow BEFA members to utilize the corporate version of FliteStar for flight planning at BEFA. We can put in the W&B, fuel capacity, etc. of each of our airplanes to develop highly customizable "trip kits" that optimize for winds aloft and fuel planning and show everything on the route including freq. charts, CG movement throughout the flight, approach plates within the flight corridor, etc. These flight plans can then be electronically uploaded to Duats for ATC filing.

Or, members will be able to simply print out the Jepp Charts they need for their IFR flights for free. My favorite feature of JeppView is creating stapled “flight booklets” that are printed on both sides that contains the flight plan and all of the up to date charts needed for an IFR flight (you select the route corridor width and the program assembles the required charts!). Howard Wolvington believes we will be able to print double-sided directly to our copier to make these most useful and efficient cockpit aids.

Thanks for your help, Ken Caley and let’s all make the most of this generous support from Mark Van Tine and our sister company Jeppesen!

Safe flying,
Ken Sain

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

ATTITUDE

This past year has been frustrating for all of us, and if you are taking the time to read this, it's probably preaching to the choir, so maybe you can help "wise-up" members you see treating our equipment or operating at standards less than desired. I've been trying to figure out how to address this in this newsletter, as yet another set of very preventable accidents and incidents occurred, particularly over the last 30 days. I have a slightly more intense perspective of the outfall of such things. Being the public face of BEFA means I have to personally experience the face-to-face consequences and criticism with insurance reps, FAA, vendors and even the other folks in the general aviation community – this hurts a lot, even the good natured kidding. As most of us do, I take great pride in this operation and thank my lucky stars that we have the great corps of volunteers and Staff who keep this place running. But I also get pretty discouraged as unreported damage is discovered, checklists, keys and POHs disappear – and planes get damaged through neglect and simply careless attitudes.

I don't get much of a chance to watch air shows anymore, but I got a treat and a bit of insight recently. While watching the Blue Angels over this last Seafair, it became clear one thing is needed. It's something internal that no amount of training, new avionics or lecturing is ever going to correct. I've also had the pleasure of meeting these guys a few times over the years one-on-one, and even on the ground they have, and every pilot needs - FOCUS. In watching them function, it struck me that their level of commitment to improvement, trust in their fellow pilot and respect for their equipment has shaped them to be the premier pilots we should all aspire to be. I'll bet if their airspeeds are not spot on, the consequences are disastrous and they trust each other to fly to the best of their ability, thus gaining the deserved respect of their peers and community. Do you strive for exact speed control or is "I think it's close" good enough? Can you even recite the speeds, do you at least have a speed card on top of your kneeboard to refresh your memory? Is the chart out on your lap? Do you really understand the value of a stabilized approach? Do you know when to call it quits, put the plane away and get more training, or view that as a weakness? Is BEFA just a stepping stone to something greater for you, or do you genuinely thank the members for your opportunity to fly with them and reciprocate with a like attitude? Do you train to make the hard choices easier?

The Angels make the hard choice not to perform if the weather conditions are not safe, despite the crowd gathered to watch. I doubt you'll hear them say "I think we can find a way through this mess of clouds over the Cascades" to their passengers if they were taking a C-172 with friends for a trip any more than they say "it's too low today but let's go ahead and perform, we'll see what happens". You would be

appalled if you heard them say that, yet have you said the same thing, with unsuspecting passengers, while pushing your luck flying – and do you admit or even know when you've done it? What do we have over them to pull it off? We need to ask ourselves: "what makes me and my family immune from the call that there has been a tragic yet preventable crash". Discipline saves lives, ego takes them. I can guarantee that you will not find greasy rags and garbage in a Blue Angel plane, or missing checklists and POHs, gust locks left off and partially secured planes after an Angel flight - there is too much respect for the equipment and pride in the craft of flying. Where's ours? There are also military consequences which we don't have that helps keep them in check. This arguably puts the burden of our performance without this checkpoint on a much more severe self motivated level beyond what they have! We're self-dispatching! Think about that. The Angels' Naval check pilots won't allow poor speed control, unstabilized approaches or any semblance of marginal performance as they define it to exist – you're stood down from performing until your performance is acceptable or you move on. So should we. Does your CFI or check CFI insist on this, (they better), and if they have, do you then argue that they're wrong, or you quietly think they are wrong, look for excuses and game the system until you get lucky or find a CFI that will OK you to fly, albeit marginally? Or, do you take it to heart, swallow the pride that kills so many pilots and work to improve for your safety, the respect for your fellow members' property and this organization's reputation? If not, please move on. The Angels don't get distracted by the hub-bub surrounding them - they maintain focus on the flight and know it starts long before they touch the ignition. It's professionalism, and a Private Pilot needs to carry that in their flight bag more than all these wonderful electronic marvels bestowed upon us by the avionics manufacturers. Gadgets are no substitute for clear thinking, focus and reasonable decision making - they just mask poor judgment a little longer and are only as strong as the pilot using them. Decision making and honest assessment will always be the indispensable tool of flying. The "SUV mentality" that one aviation pundit calls it, has no place in this 54 year organization called BEFA. Even the best of us make mistakes, so that means the weakest of us will make plenty more, and usually with consequences, perhaps tragic – at the very least costly, that affect all of us here and the reputation of this fine organization. I challenge you to take the time to see the Angels next year, or at least rent a DVD about them and watch it, but watching live is so much better – get inspired, then think about their commitment and reflect long and hard on your personal performance. I know I did.

GRIEVANCES/INCIDENTS:

- 7/4/08 97PD Bad landing. Two hard porpoise landings resulted in prop strike, firewall and structure damage. Preliminary estimate \$65 to \$70K. Grounded.
- 7/8/09 704GC BEFA headphones left in plane.
- 7/19/08 41896 Many bookings with no flights and no cancellation of the no shows.

- 7/20/08 54088 greasy rags found in planes back pocket.
- 7/27/08 7568T Aircraft took off with towbar on. On rotation, towbar came off striking leading edge of left horizontal stabilizer. Preliminary estimate \$9K to \$25K. Grounded.

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:

- Dayne Olmstead (CFI) for maintenance run.
- Eric Lund (CFI) for parts run.
- Debbie Rynhoud for filling oil bottles and other tasks.
- Travis Nelson for weed whacking Renton facility.
- Daryl Hickman(CFI) for moving planes.
- Bill Stocker for putting the new insurance documents in the BEFA planes.
- Peter Morton for donating portable vacuum for planes.
- Fabian Mandrillon for assisting in the office work.
- Chad Pipkin for assisting on stringing the wiring for the avionics upgrade in 8325H.
- Daryl Hickman (CFI) for filling oil bottles.
- Howard Wolvington for aircraft positioning and working the computer printing issues.

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!

How Much Does It Cost To Volunteer?

By Thomas R. Howard

Absolutely nothing!!

When we all learned to fly we were taught that flight controls make the aircraft controllable in flight and that when we start the engine we need to make sure oil pressure comes to life and is within limits. We expect that when we turn on the landing light switch, the bulb will illuminate. We figure things will magically work as advertised and if they don't we simply squawk it and some magic happens and it is fixed the next time we go to fly. We also expect any required maintenance such as annuals and oil changes just happen and that we never have to worry about these required tasks. It's magic. We put the keys away and when we come back the plane works.

So what really happens when we have a discrepancy logged on an aircraft? Who does the required maintenance such as AD's and oil changes to keep our BEFA aircraft properly maintained?

The answer is not a simple one. At BEFA, we contract most of our maintenance out since the task of keeping such a large fleet of aircraft airborne is no simple task. Wes spends countless hours struggling to coordinate activities such as annuals, engine changes and AOG (airplane on the ground) work. Now throw in the squawks which we find on the aircraft such as landing lights inop, tires worn to limits, trim coming loose and on and on and the maintenance hours really add up

We logged last year at BEFA a total flight hours of upwards of 8,000 hours!! Our budget for Maintenance this year is pushing \$500,000. WOW, how can these aircraft keep flying as well as they do AND cost as little as they do to rent?

One of the best kept secrets about our association is the BEFA maintenance crew. We do have some excellent people who volunteer with a variety of tasks around our fine association including a crew of people who help reduce the huge burden of continuous maintenance on our aircraft. These individuals usually work on Thursday evenings and do oil changes, window sealing, tire changes and once again 'on and on'. (These oil changes and maintenance checks save us about \$500 a pop, saving perhaps \$50,000 to \$80,000 in annual maintenance costs alone).

Here lies the problem. Have you noticed how we keep getting more aircraft and more members? The fact is we fly

more and have more iron to keep airborne, but the crew membership struggles to get volunteers to help with maintaining our aircraft.

This is a request for individuals who can spend time on a regular basis to help with the maintenance crew.

We are looking for people who can help the crew and who can be counted on to be there on a regular basis. All of us are smart enough to know how to help. After all we were smart enough to learn to fly. I even taught our treasurer how to change oil. So you too are definitely smart enough to help maintain OUR aircraft.

If you are interested in being a better pilot, helping keeping our rental rates low, and think that doing a little extra to continue to keep our association the best place to fly in the world, please come and help bend a wrench once a week or even once a month.

Feel free to contact myself (Tom Howard) or Wes for more information.

From Your Safety Officer **By Mike Sievers**

One of the skills that a pilot needs to develop is the use of good judgment. Having good judgment means that a pilot is less likely to need high skill levels to extract oneself from a predicament. Frequently such predicaments are of the pilot's making. This makes it even more important to recognize when the risk outweighs the reward.

The following student pilot mishap could not really be called an accident because the outcome could easily be foreseen. It also clearly shows how, when scared, a pilot can take an "administrative problem" and turn it into a serious situation by adding insult to injury. Thankfully, few student pilots are inclined toward the example below. However, it happens often enough that there is an obvious message to be passed along to the more impulsive types who might be inclined to first create a problem and then compound the judgment error. The end result of this accident was that a Cessna 150 was substantially damaged during take-off and the student pilot and one passenger suffered minor injuries. But there is more to the story. Night visual conditions prevailed for the local flight, which departed at about 10pm. Witnesses observed the airplane "buzzing" the town at treetop level for more than 30 minutes. According to the local FBO, the student pilot "was not authorized to use the aircraft," and the local authorities were alerted. The airplane returned to the airport for landing, and as it taxied into the parking area, it was approached by police officers. The student pilot, seeing that his antics had not gone undetected, decided to make a run for it. The student made his third bad choice for the evening by

electing to evade the law enforcement officers and begin a take-off roll from the departure end of the runway. The airplane was observed in a pronounced nose-high attitude, and it subsequently stalled while attempting to become airborne prior to reaching the airport perimeter fence. The airplane came to a rest on its nose.

The student pilot and his female passenger were taken into custody and delivered to the local hospital for treatment of minor injuries. Post-accident examination of the airplane revealed structural damage to the wings and fuselage. The NTSB noted that repeated attempts to obtain a complete pilot report from the student were unsuccessful. The accident report did not list the student's flight time or background, but it is clear that the pilot did have some level of skill to avoid crashing the airplane during a night flight at low altitude and then complete a successful night landing.

But skill clearly was not enough. Being a pilot means more than just having good hands. It means discipline to operate within the rules; whether that means the FARs, FBO, or association rules. We don't know where the student was in his training process, but he probably did not have far to go to complete his certificate. Once he earned his certificate, the night flight with a passenger would have been perfectly proper (although the buzzing part is not necessary to impress passengers, is illegal, irritates people on the ground, and sometimes ends in disaster). We also don't know the outcome to the story, but either the student completed training after paying his debts to society and the FBO, or he decided that he was not cut out to be a pilot. Perhaps someone else made that decision for him.

Notes from the Tower **By Mike Sievers, BEFA Safety Officer**

BEFA pilots are predictable—most of the time. The Renton tower controllers recently sent an email observing that BEFA, which accounts for over 25 percent of total takeoffs and landings at KRNT, has historically been appreciated by the tower because we usually fly "normal" approaches and patterns. Most of us have taken the time to learn the named arrivals and departures recently published at Renton. We ask for them by name, and can fly them without coaching from the controllers. We fly conventional patterns. The tower's note lauds our "predictable and cooperative" flying.

Recently, however, areas have been noted where some of us might improve. One of the pilot behaviors that vexes the controllers is when we taxi to the hold short line but then wait several minutes before calling for takeoff clearance. The controllers try to anticipate when an airplane will be ready to go, and build space in the pattern for the departure. When the controller sees an airplane taxi from the run up area, they

anticipate that it will be ready to go as soon as it reaches the runway. We should strive to accommodate that. “Lights, camera, action” and call for takeoff clearance as soon as you’ve reached at the hold short line.

Being ready to go may be even more important for IFR airplanes. The tower must call Approach for the release and, upon receiving it, has a three minute window to get the airplane airborne. Unless the controller is reasonably assured that the pilot is ready, she will not call for the release until the pilot asks for it. To smooth your IFR departure, complete all pre-takeoff actions in the run up area and be ready to takeoff when you reach the runway. To further expedite your departure, you can call on ground frequency about a minute before you plan to taxi from the run-up area and inform the controller that you will be ready in a minute.

Finally, if you (or your instructor) do plan to do something out of the ordinary—delaying on the runway, turning an early base or crosswind, flying east of 405 in the downwind—please advise the controllers first. They’ll appreciate the heads up and can then work to accommodate your request without disrupting the flow they are working to manage.

Long Cross Country in Cirrus SR-20 N662AJ

By Del Fadden and Peter Morton

BEFA's Cirrus SR20 is a long legged flying machine, capable of crossing the nation with three or four stops eastbound, and is a great way to travel. New members Del Fadden and Peter Morton took her to Champaign, Illinois July 11 through 20, 2008, to attend a weeklong meeting of the Aviation Accreditation Board International, the organization that accredits professional aviation programs at collegiate institutions.

Our initial itinerary and the basis for the BEFA cross-country rental deposit procedure was planned with no wind east bound and 20 knots headwind west bound. This resulted in 4 legs to Champaign and 5 legs back to Renton. As the day of the flight approached and actual wind information became available we adjusted the routing. Now instead of landing at Missoula we could make Helena with Livingston as an alternate, normal IFR holding fuel, and still have a contingency reserve in case the “book” value for fuel consumption was optimistic. The MEA between Missoula and Helena is 13,000 ft. which is a stretch for a SR20 at max weight. By doing this segment at the end of our flight we would be lighter.

Enroute, the winds were even more favorable, the temperature was cooler than expected and the skies were clear of clouds. The climb to 13,000’ was slow but steady. We generally use oxygen at and above 10,000’ and this flight was no exception.

Our fuel situation was well above the minimum required so we re-filed for Livingston as our destination. At 13,000’ we were able to “cut the corner” and go direct to Livingston while staying above the Center’s minimum vectoring altitude. The winds at Livingston were challenging; directly across the runway at over 20 knots, and the FBO manager offered us the option of landing on the turf runway right into the wind. We declined, and the Cirrus handled the crosswind just fine.

Our original plan had been to proceed east over Gillette, WY and land at Rapid City, SD. The surface winds at Rapid City were gusting to 48 knots and an AIRMET for low altitude turbulence covered a good portion of eastern WY. Once east of the Rockies the gusty winds died down so we re-planned a new route from Livingston to Pierre, SD. With plenty of runway available at Livingston we topped off the fuel and headed east, staying well north of the big mountain ranges in southeastern Montana. This strategy paid off when we turned south east over Miles City and got a big boost from a smooth and steady tailwind over 30 kts. Again we recalculated our fuel situation and realized we could now make Sioux Falls, SD with all required reserves.

Just before we started the descent the #2 Alt light came on with companion messages on the MFD. Running the appropriate checklist confirmed that the alternator was not producing an output. Sioux Falls turned out to be an even better choice than we expected since the FBO there is a Cirrus Service Center.

The mechanic verified the failed alternator but could not get the necessary parts to fix it for several days. While the mechanic was looking at the airplane we were seeing rapidly building, afternoon CBs. Three hours later the skies had cleared and the temperature had dropped leaving us to contemplate a fast-moving cold front that would add interest to our next leg.

A conversation with the Cirrus mechanic at Auburn who takes care of N662AJ and with BEFA determined that we could continue VFR to our final destination within the POH equipment list constraints. In the morning the weather maps and forecasts showed an intensifying frontal system over eastern Iowa with isolated thunderstorms but multiple VFR opportunities around the severe weather. With detailed help from Flight Service and the superb XM weather system on the Avidyne MFD we had no trouble circumventing the weather while remaining VFR. Our landing at Frasca Field (C16) was just 28 clock hours and 10 flying hours after leaving Renton.

We ferried the airplane 10 miles to Champaign Airport (KCFI) and left it for repairs at an FBO designated by Cirrus so we would have an IFR capable airplane on the return flight

the following weekend. Repairs would have gone better had we remembered to inform the FBO that a Cirrus Alt 2 light will not extinguish at idle power; it takes about 1500 - 1600 rpm for a functioning #2 alternator to extinguish its light, so there was some unnecessary trouble shooting after replacement of the malfunctioning Master Control Unit (MCU).

The airplane was ready for us Saturday July 19 for an early start home, via Lincoln, NE (KLNK), Cheyenne, WY (KCYS), Logan-Cache, UT (KLGU), and Pendleton, OR (KPDT). We picked this central route because a series of lows and stationary fronts made ugly weather across Minnesota and the Dakotas and we could do this route IFR without climbing over 12,000'.

Not far north of Champaign an occluded front harbored several thunderstorms, and occasional rain showers were expected at Champaign. Looking at the online radar history data before leaving the hotel we selected a southerly route to Lincoln. Sure enough, after start up Nexrad showed a generous amount of red north of us and no precipitation to the south. Once airborne, departure control and the Center were very cooperative as we carefully adjusted our route to avoid areas of precipitation.

Another nice feature of the weather presentation is the colored flags that can be displayed at those airports that have METAR capability. Selecting a longer range provided clear evidence of where the frontal weather was most active. The western end of the frontal system did not have any Nexrad returns but the temperature change was just enough to generate low clouds. As we proceeded west our alternate went from VFR to marginal VFR and then to IFR. The TAF suggested these low ceilings would begin further east than actually occurred. So we selected a different alternate to the southwest of Lincoln and significantly west of the frontal system. Arriving at Lincoln the clouds beneath us dissipated just before we started to descend.

West from Lincoln to Cheyenne in clear skies we cruised at 8000' and were treated to an ever more detailed view of the ground as the surface elevation gently rose from under 2000' to over 6000'. Logistics planning is always interesting on an extended cross country; our plans to overnight at Cheyenne were foiled as we picked the one weekend a year that coincides with Frontier Days and there was nary a room at any inn.

Because of the high density altitude in the late afternoon we were even more meticulous with our flight planning. A route was selected that could be flown at 10,000' for all but the last segment. Even with our conservative fuel planning we wouldn't need full fuel. The slightly lower gross weight would be helpful in the initial climb. Cheyenne has a nice long runway so takeoff was straight forward but the climb to

altitude was painfully slow, made even less comfortable by light turbulence. Even though we had picked a route that dog legged back over the prairie to give ourselves more time to climb, we worked with ATC to "provide our own terrain separation" to compensate for the slow climb. Flying west the winds diminished just as our forecast had predicted and ATC accommodated us with a VFR-on-Top clearance for 10,500' over the last segment of the route. That got us into Logan, UT with daylight and fuel to spare, and a hotel room waiting for us. Coming over the last range of mountains and descending into the Logan-Cache valley in the early evening sunlight was truly spectacular.

We departed Logan at daybreak on Sunday hoping to catch breakfast in Pendleton. A dead battery in the crew car at KPDT changed those plans but let us get to Renton in time to wash the airplane and enjoy a superb lunch with our wives.

As expected the winds made the route west considerably slower taking 31 clock hours and 15.2 flight hours.

Observations: 1) On a long cross country we always leave room for delays and expect a malfunction or two; slack in the schedule is a great comfort and avoids "get-there-itis". 2) Over communicate when faced with maintenance away from home, what you know about the airplane can be valuable to a maintenance crew not fully up to speed on the type. 3) The XM Nexrad, METAR and TAF weather information is a great strategic and tactical tool, and this airplane is terrifically equipped to support on-going decision making while in the air. 4) The SR20 burns 4 - 7% more fuel than "the book" suggests, possibly because Cirrus publishes cruise performance data based on 2600 lbs gross weight; an unrealistic value for any long cross country flight. Adding a 10% personal contingency to our preflight planning compensates for this factor and gives us more options to comfortably adjust to circumstances encountered in route. 5) Flying the Cirrus cross country is a delight.

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

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.

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

Officers and Staff

President	<u>Frank Marshall</u> 94-35 franklinmarshall@comcast.net	Hm: 253-838-1661 Cell: 206-498-1164 Fax: 425-234-3651
Vice-President	<u>Ken Sain</u> 21-29 ken.sain@boeing.com	Cell: 206-240-2872
Treasurer	<u>Austin Watson</u> 81-79 austin.watson@comcast.net	Hm: 425-255-6327 Cell: 206-979-4654 Pager: 206-979-4654
Ops Officer	<u>Matt Smith</u> 94-35 mattsmith@yahoo.com	Hm: 425-562-3076 Wk: 425-234-1071 Fax: 425-234-3651
Safety Officer	<u>Mike Sievers</u> 2M-13 michael.w.sievers@boeing.com	Cell: 206-349-0737 Wk: 206-544-3618
Secretary	<u>Bob Ingersoll</u> 94-35 robertji77@aol.com	Home: 206-772-3351 Cell: 206-755-7870 Fax: 425-234-3651
Office Staff		
Ops Manager	<u>Wes McKechnie</u> 94-35 befa_ops@mindspring.com	Hm 206-932-2935 Wk: 425-237-2332 Pager 206-540-7720
	<u>Mike Lunning, Diana Cassity</u> befa_office@mindspring.com	Wk 425-237-2332 Fax: 425-234-3651
	<u>Darlene Jaymen</u> befa_account@mindspring.com	Wk: 425-237-2332 Fax: 425-234-3651
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	
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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:	Brian Behrend	Wk: 425-266-9134 Cell: 425-280-1215
Facilities:	Oscar Naimi	Wk 425-315-0566
Safety Mgr:	Mike Dubbery	Cell 425-239-3630
Membership/Communication:	Doug Jacobs	Cell 206-853-3164
E-mail DL:	Moliere Francois moliere.francois@boeing.com	Wk 425-342-6784
Newsletter Editor	Marissa Singleton marissa.k.singleton@boeing.com	Wk 425-590-7665 M/C 67-UX