

✈ 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>
James MacGregor	I	RNT
Yuriy Tkachuk	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Dan Baisley	8/5	Behrend
Kevin Lemme	8/7	Hickman
Vijaya Meda	8/9	Lund
Matthew Kelly	8/15	Olmstead
Matt Litke	8/16	Hickman
Jerrod Carstensen	8/16	Olmstead
Thomas Hansen	8/22	Demco
Dennis Brandow	8/31	Olmstead

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Olivier Godard	8/2	Comm SEL	Guthrie
Kerstin Held	8/11	Comm SEL	Kirby
Elisa Langnickel	8/15	Private	Lancaster
Costin Bucur	8/18	Private	Paulay
Scott Boiko	8/19	Private	Veryioglou
Chad McFadden	8/26	Private	Gianni
Damian Monda	8/27	Instrument	Allen
Reda Elkhadiri	8/28	Instrument	Wolvington

Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team</u> , 6-9pm (Contact Walt Cameron)		TH	RNT
• <u>Bath and Bar-B-Que</u>	TBD	TBD	RNT

From Your President
Frank Marshall

Basic Training Fleet Taking Shape: Our fleet of C172s and Warriors is finally starting to look like the board's vision

for them that you have been hearing about for some time. This vision reflects the board's belief that a single model at a particular site (such as a single Warrior at Renton or a single C172 at Paine Field) is a disincentive for members to adopt that model as a basic trainer for either their private or instrument ratings.

As described first at the February Crab Feed meeting, the board's goal has been to:

- Acquire a second Warrior, comparably equipped to 41896, for Renton;
- Move 4801D to Paine Field, giving us two comparably equipped C172s there; and
- Backfill at Renton by bringing another C172 into the fleet.

Although the second Warrior, 8325H, has been on board for a while, we have only recently completed its avionics upgrade. Our hope now is this pair of nicely equipped airplanes (both with GPS and autopilot) will attract new students seeking their private or instrument rating, thereby relieving some of the scheduling pressure on the C172s.

The Everett folks have been waiting patiently for some time for the move of 4801D to Paine Field. It really is going to happen soon. (Trust me!) It was delayed initially by the desire to have both Warriors properly configured and available at Renton prior to the move, and more recently by an engine rebuild for 4801D. The engine rebuild took longer than planned, since during engine removal damage to the nose gear bracket and the lower skin of the firewall was discovered. (We were very disappointed to realize that it was apparently damaged as the result of a hard nose wheel impact that went unreported!) As a result of all the repairs, however, it is now virtually a brand new airplane from the firewall forward.

The current plan is to get through the engine break-in period at Renton as quickly as possible, and when our Director of Maintenance gives the thumbs up for resuming normal operations, it will immediately be relocated to Paine. To speed up the break in period, during which touch-and-go operations are prohibited, the board has authorized a temporary \$15 per hour discount for this airplane. Thus it

now provides an unusually inexpensive platform for some GPS-aided cross-country operations.

Finally, we were very lucky to find a new leaseback owner with an airplane that exactly matched our requirements for another C172 in the Renton fleet. As of last month we now have available 9537Q, a late model C172 that is a virtual clone of 435SP.

The only hitch in the execution of this plan has been the unexpected temporary absence of 97PD, which has left us one C172 short of the fleet we intended to have now. It is being repaired after being damaged in a landing attempt, and we hope to have it back on line by the end of the month.

Rate Increase on the Way for One More Airplane: The owner of the Cirrus has decided to increase the weekday base rate to match the current weekend rate, thereby eliminating the two-tiered pricing arrangement. Effective October 1, the full-time rate for the Cirrus will be \$133 per hour, plus fuel surcharge.

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

Aircraft	Base Rate	Surcharge	New Rate
C150	\$62.00	\$15.84	\$77.84
C172	\$75.00	\$22.75	\$97.75
PA-28-151/161	\$75.00	\$22.75	\$97.75
C172SP	\$80.00	\$25.63	\$105.63
Citabria	\$85.00	\$22.75	\$107.75
PA-28R200	\$99.00	\$25.92	\$124.92
C182Q	\$102.00	\$37.44	\$139.44
C182RG (68T)	\$110.00	\$38.02	\$148.02
C182RG (65C)	\$125.00	\$38.02	\$163.02
C172XP	\$130.00	\$21.89	\$151.89
SR20-WD	\$113.00	\$34.56	\$147.56
SR20-WE	\$133.00	\$34.56	\$167.56
CT210	\$169.00	\$43.78	\$212.78
BE76	\$169.00	\$54.72	\$223.72
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.)

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

SPECIAL THANKS

A special thanks to Tom Howard for his support and expertise in the BEFA Crew. Also thanks to the long timers Walt Cameron, Ron Larson, Ernst Langhout, Shel Bently and Matt Smith. These guys have been carrying BEFA’s basic oil changes and routine type squawks on their shoulders for a long time saving BEFA lots of money. In addition sincere thanks to some relatively “new blood” who’ve joined the BEFA Crew - Carey Lunsford, Andrew Boike and Eric Lund have been showing up on a consistent basis, which is really imperative for the Crew program to work. Thanks much guys, this organization is indebted to you. There have been a couple other folks starting to show up semi-regularly which is also very encouraging.

We would like to move the Sunday Crew day to Tuesday night and see if we can improve the turn out for the day other than Thursday. If you are interested in making a reasonable commitment of a few hours at least every other Tuesday, and take direction well, stop in and check out the Crew tasks Thursday nights at 4 or 5 o’clock and see what it entails.

RESPONSIBILITY

“You get what you give”. “Karma”. “What goes around comes around”. “*Fata viam invenient*”, (“The fates will find a way....” *Lat.*). Call it by whatever platitude you want, aviation and particularly this organization is subject to the above concepts in more ways than one. The discipline of flying requires a measure of integrity perhaps above the norm from other endeavors. It’s as imperative as any of the technical disciplines mentioned in previous articles. As stated before, a pilot is really only as good as his/her *next* flight, not necessarily their last flight. That’s not always true for the planes we fly though. The condition of the plane from the last flight, or perhaps several flights previous can have dangerous repercussions for the pilots downstream, and maybe even to the pilot that caused the issue, (back to that “Karma” thing). The bottom line short and sweet; *pilots need to know the condition of their craft* – and you need to assess that hard landing, mishandled crosswind, porpoise, wingtip clips, mixture mismanagement, etc., and pass that info on for the well being of the next pilot, or even your future flight. Yes, I fully agree this can at times be pretty hard to measure, and we’re not promoting writing up every “penny” squawk. But, occasionally over the years we’ve uncovered damage during Annuals, Routines and engine changes that the pilot causing it *HAD* to have known something significant happened or they are in a very serious state of denial. This is deplorable. Either way, as stated in last month’s article, please move on to another operation if you can’t come and tell us about it. This behavior will also eventually carry over to your in-flight decision with obvious results. If you have done something that you think compromised the plane, then

you probably have - even though there may not be exterior visible damage. For safety's sake it needs to be investigated. When firewalls are wrinkled, engine mounts broken or a few nose gear assembly bolts are sheared, one's got to conclude you're going to know something bad happened. Integrity comes with the territory of being a pilot and is rarely contemplated or discussed since it's a discipline that is outside of the comfort zone of the technical aspects we're more apt to enjoy talking about. If you damage a plane there is no alternative but to step up to the fact. If you can't think of the consequences to your fellow pilot, then think of yourself and your family. To those of you who step up, BEFA thanks you for your integrity. For pilots who don't, - "*Fata viam invenient.*"

PRIVATE PILOT GROUND SCHOOL

There is still time to get in to the next 10 week Private Pilot Ground School at the BEFA Renton classroom. It starts Tuesday, September 23rd at 4:30 PM, and is held every Tuesday and Thursday. Class time ranges from 2 to 3 hours dependant on subject. You do NOT have to be a Boeing employee or a BEFA member to take this class. \$300 for members and \$330 for non-members is required for your reservation. Please come down or call the Renton BEFA office at 425-237-2332.

RENTON WASH RACK

The wash rack just south of BEFA RNT on the old Boeing Avionics building is no longer usable. AirO Helicopters has leased the ramp south of us, so for the immediate future there is no formal wash rack at Renton airport.

NEW TACH SHEETS

You'll notice that there are new tach sheets that require first names for the pilots to be inserted as well as their last names. Please do this as Accounting is going crazy trying to figure out who's who and mixing up billings. Also, please PRINT legibly!

GRIEVANCES/INCIDENTS:

- • 8/6/08 Hangar door latch found bent from door being opened with latch in place
- • 8/ /08 36339 - Pitot tube bent & broken.
- • 8/14/08 78440 - Gust lock left off.
- • 8/15/08 704GC - Greasy rags left in plane
- • 8/16/08 5344K - 25 minutes late
- • 8/22/08 704RY - Keys are missing, please return.

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:

- John Dimtroff for assisting in picking up cylinder for 735LH.
- Ron Geer for washing 32521. Matt & Rene Orr, Emily Biss and Rochelle Oslick for washing the Citabria. There are also some others who washed planes this last month, unfortunately we don't have your names.
- Esko Mannisto for joining the BEFA Crew.
- Dave Jones for spending some of his summer "sabbatical" time volunteering for BEFA.
- Shad Pipkin for doing part runs.
- Howard Wolvington (CFI) for changing out databases.

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!

**From Your Safety Officer
By Mike Sievers**

What a perfect world it would be if airplanes were also forgiving when a landing goes bad. Often, they are not. That is why each of us has etched into our minds a landing (or two, or three) that we would rather forget. Unfortunately, a bad landing is something that is hard to forget when it's the last major effort at the end of a flight. And there is no way that has been figured out how to move it to the beginning of a flight and get it over with. It is even worse when you bring along a few friends or family to witness the event since, no matter how good the flight, it is the landing they will

remember most.

Unmanaged speed is one of the big reasons landings go bad. Too much and the airplane leaves the airport. Too little and the airplane makes big, unpleasant noises. To prevent these evil things from happening, pilots normally plan their approaches to cross the threshold at speeds ranging from 5 percent to 40 percent above the stall speed, with 30 percent being the optimal approach speed under normal conditions. Flying a final approach at 1.3 times the stall speed generally puts you near the bottom portion of the total drag curve. Thus, a decrease in speed results in an increase in induced drag. This is a good thing. You want the drag to increase as you begin the round-out flare. Why? Because BEFA's insurance company wants you to stop on the runway. Given that a threshold crossing speed of 30 percent above stall is optimal, why approach at speeds as low as 5 percent above stall? At these low speeds, airplanes are operating on the backside of the power curve (region of reverse command). In this region, it takes more power to fly slower and it is possible to get too slow and not have enough power to arrest a large descent.

Remember, airplanes were built to fly, so let them. The next time you are on approach, trim the airplane for the proper speed, which is found in the file cabinet next to the copy machine. All of the recommended pattern speeds are in the cabinet for each model airplane. If the traffic pattern is accommodating, try having the airplane established in its final landing configuration (flaps, airspeed, descent rate, gear, trim, etc.) by the time you are at least one-half mile from the threshold. From this point to landing, flying should be a minimalist activity. With the variables of mass and speed under control, you need only to worry about any possible unexpected cross winds and the flare. Flying too fast or slow should no longer be an issue. This is called a stabilized approach, and those going on to commercial ratings or higher will hear a lot about them from the examiners. It ranks right up there with wings and propellers as one of aviation's greatest ideas. Anyone can wrestle an airplane to the ground, and sometimes this may be fun to do. There is nothing quite like being abeam the numbers on downwind and having the controller ask if you can make a short approach from there. Great. Let the games begin. But a stabilized approach can help stack the deck in your favor when landing, and is a good habit to get into when the normal landing is the rule of the day. They make it more likely that you will land where you plan to stop when you want to. They even increase your chances of making smooth landings. Who could ask for more?

“Glacier Girl” Presentation, September 19 at Museum of Flight

For those who are interested, at the next Pacific Northwest Business Aviation Association (PNBAA) meeting, there will be a feature presentation on "Glacier Girl," a P-38 lost under an ice cap in Greenland during World War II. Bob Cardin, former project manager for the recovery and restoration of the aircraft, will provide detailed insight into the five-year effort and relate the story of the historic mission of the P-38's "Lost Squadron." The presentation is free to PNBAA members and \$25.00 for non members. For more information, see the PNBAA web site at: <http://www.pnbba.org>

For the Web Heads: Links

SCHEDULE MASTER: <http://www.schedulmaster.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

<p>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.</p>
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<p><i>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.</i></p> <p><i>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.</i></p> <p><i>For more info, please checkout our website at www.foldabike.biz</i></p>
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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

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	2) Ops Officer, or 3) Any Board Member	
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