

✈ 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>
Jim Giannakis	II	RNT
Eric Glier	I	RNT
Paul Ust	III	RNT

From Your President

Frank Marshall

Renton Internet Service Experiment Succeeds: As mentioned previously in these pages, Howard Wolvington had found an internet service provider that promised vastly improved service, relative to our existing snail's pace service, with no increase in costs to BEFA. The board then authorized Howard to contract with them to design and install a new system on their nickel.

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Mike Borkan	9/23	Veryioglou
Maura Steiner	9/30	Allen

The result: we can now get on-line weather briefings or make Schedule Master reservations at 23 times the speed that we had previously endured. (That's not a typo!) Many thanks to Howard for this effort.

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Patrick Fly	9/3	Private	Olmstead/ Hickman
Joost List	9/3	Comm. SEL	Davis
Joost List	9/4	Comm. SES	Stemwell
Murry Malsbury	9/4	Comm MEL	Wolvington
Brian "Pio" Fitzgerald	9/5	Instrument	Dubbury
Eric Grant	9/6	Instrument	Yager
Eren Turgay	9/9	Instrument	Wolvington
Joel Purificacion	9/11	Private	Olmstead
Anish Taylor	9/20	Private	Lancaster
Brad Dondlinger	9/23	Private	Veryioglou
Eric Samson	9/26	Private	Lancaster

Election of Officers: It's that time of year again. We will be electing a President, Secretary, and Operations Officer for new two-year terms. You should already have received your ballot information in the mail. Please return your completed ballot to the office by close of business October 31, either by dropping it off in person, enclosing it in the same envelope with your monthly payment to BEFA, or by US mail in a separate envelope.

Updating Membership Classes: As you know we have three classes of memberships, allowing access to three different classes of aircraft equipment:

- Class I – C150/172 or equivalent.
- Class II – All except complex, high-performance, turbocharged airplanes, or floatplanes.
- Class III – All airplanes.

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	10/24	RNT
• <u>Chili Social/Potluck</u>	2-6pm	10/17	RNT

In the past there has been some confusion, even among board members, about whether a membership upgrade was required before a member could begin *training* in the next higher class of airplanes, or only after the member was checked out in an airplane in the next class. The answer is that **an upgrade is required before the new airplane can be accessed at all, even for training flights.**

An audit by your Treasurer Austin Watson has found that a number of folks have forgotten about, or misunderstood, this requirement. (They know about it now.)

Please keep this requirement in mind as you progress in your training and wish to begin flying the fancier equipment. The cost of a class-to-class upgrade is still only \$100, even though the share cost for new members has recently been increased.

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

Aircraft	Base Rate	Surcharge	New Rate
C150	\$62.00	\$17.05	\$79.05
C172	\$75.00	\$24.49	\$99.49
PA-28-151/161	\$75.00	\$24.49	\$99.49
C172SP	\$80.00	\$27.59	\$107.59
Citabria	\$85.00	\$24.49	\$109.49
PA-28R200	\$99.00	\$27.90	\$126.90
C182Q	\$102.00	\$40.30	\$142.30
C182RG (68T)	\$110.00	\$40.92	\$150.92
C182RG (65C)	\$125.00	\$40.92	\$165.92
C172XP	\$130.00	\$23.56	\$153.56
SR20	\$133.00	\$37.20	\$170.20
CT210	\$169.00	\$47.12	\$216.12
BE76	\$169.00	\$58.90	\$227.90
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00

(“M” and “NM” refer to members and non-members, respectively.)

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

PICTURE SETUP READY FOR BEFA MEMBERSHIP ID

As noted in previous articles, BEFA has been developing a member identification badge program to help with security issues in this new age we live in. Since the BEFA planes are either registered to the Boeing Employees Flying Association or the lessor, this should help identifying you as a BEFA member if approached by airport security or Canadian Customs. There is a one time \$5 charge per badge for the cost. Existing members be sure to get your picture taken the next time you are in the Renton Office. New members will be photographed when they get their BEFA key.

WELCOME RYAN PEG AND JANA ANARDE

Be sure to welcome our part time assistant Ryan Peg, and his facilitator Jana Anarde from the Northwest Center. Ryan loves aviation and airplanes, so this will be a great fit for both BEFA and him. They will be helping out here 4 hours a day, on Mondays and Fridays exercising and building Ryan’s job skills.

BEFA ORIENTATION TO START

Starting October 25th, 2008, at 10:00AM, a required orientation for new and recent BEFA members will be held every other Saturday, (as needed). This is designed to orientate new members in BEFA operations and procedures, and explain many of the differences of BEFA compared to a normal public FBO type operation. BEFA is a very unique operation and this orientation will help clear up many of our operational procedures and answer many of your questions. Anyone who is interested in joining BEFA may also want to attend prior to joining and are welcome to attend. Please call the office and register with Diana. 425-237-2332 if you want to get a jump on it, otherwise new and recent members can expect to be contacted this month regarding booking a date for this important process.

INDEMNITY AGREEMENT FORM REMINDER

A reminder that members taking passengers are required to have them fill out the BEFA covenant to not sue and indemnity agreement, titled “Passenger Release Form”. These are located in a clear plastic bin on the left side of the dispatch Board at Renton, and on the desk in the PAE hangar. The PIC is fully responsible for ensuring that these forms are filled out.

GRIEVANCES/INCIDENTS:

- 8/30/08 739BT Damage to right horizontal stabilizer found – UNREPORTED by offender.

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:

- Joerg Zender and family for washing 662AJ, filling oil bottles and weeding.
- Tim Veryioglou (CFI) for repairing the hangar latch.
- Travis Nelson for grounds maintenance and oil bottle filling.
- Ron Larson for picking up horizontal stabilizer
- Kevin Thomazios and Howard Wolvington (CFI) for installing data cards.
- Anonymous for a \$3,000 grant to BEFA.

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:

- Build a ramp (wheelchair) to the front entrance

porch of the office.

- Replace light fixture in the pilot debrief room that is no good. (center one on the east side).
- Paint the front & side porch/entrance.
- Repair stairs in the hangar.
- Help Troy Beardslee, Doug Withers and Yenew Kassaye clean out and crack seal ramp with tar. Contact Troy at tbeardslee@verizon.net. Looks like 10/11 is a possible start date. If anyone has one of those propane "torchdown" type flame nozzles that we could use, please notify Troy.
- Recycle shed needs to be build. Contact Tim Veryioglou at: mailto:tv79@iqmail.net
- Clean up and haul away of the junk on the south side of the hangar.
- Replace cabinet in men's bathroom.
- Anyone who is knowledgeable in Outlook Express and can answer questions when they arise, please let the office know.
- Very tall ladder needed to replace two 8' lamps in the hangar.
- Weatherstrip the "main" doors in the hangar, and seal holes in hangar walls.
- Need someone to "manage" a BEFA Craig's List type account for surplus stuff to sell.
- Someone to measure out the antennas etc..., for a custom cover plan for 32521.

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

Then current and emerging generations of digital avionics and instruments offer capabilities that most general aviation pilots could not have imagined in the recent past. We in the association have started flying with new GPS equipment in some of the airplanes over the past couple of years, and I have noticed occasions where fingerprints are found on the screens. These smudges usually occur when the pilots/instructors are discussing some features of the unit and get a little too close while pointing to the text or graphics on the display. The fingerprints themselves are the not the main item of concern. It is what they say about what is happening in the cockpit and the concentration of the pilots. Dirty electronic screens reveal that some may be spending too much time looking inside of the cockpit. Outside of the cockpit is where the real world resides, not in the bundles of wire and circuit boards within the GPS unit. That is where the traffic to see-and-avoid lives and it is where we should be spending most of our time. We have all been taught to see-

and-avoid and we all realize the potential for mid-air collisions. Why, then, do some spend an increasing amount of time looking at the panels instead of outside of the windows? One reason may be complacency – it's a big sky and a couple of additional seconds looking at the display should not amount to much of a problem; and then a couple of seconds more to finish the task. The next thing you know, several miles have gone by without a check outside. Remember – even when air traffic control points out conflicting traffic, it is often difficult to spot it quickly. We're supposed to carefully train our focus on infinity, and then divide our scan into small sections of airspace, one after the other, looking for the movement of other airplanes. While the inherent inefficiency of see-and-avoid has been a fact of life since two airplanes shared the same sky, it was for a long time the only conflict-avoidance game in town and pilots had to put their full confidence into it. The advent of air traffic control introduced a new tool for keeping aircraft separated and apart, even in the clouds. Today more of us fly on an IFR flight plan or request VFR flight following because we rely heavily on air traffic control for radar detection of conflicting traffic. We have begun to pay less attention to what is outside of the cockpit because of the increasing availability of sophisticated avionics that "look" for the things that can harm us. Each of the new technology items that make their way into general aviation have multiple buttons, modes, and pages of information. It takes a significant amount of time to read every page that can be displayed on our GPS equipment, and this takes time away from the outside world. The deterioration in see-and-avoid scanning is not the only consequence of having a mountain of information and visual depiction of the outside displayed on the panel. It is also stealing time away from basic fly-the-airplane fundamentals: configuration of switches, trimming for airspeed, adjusting power, and monitoring fuel states. The problem of becoming distracted by avionics may be the most critical in an airport area where traffic is heaviest and most concentrated. Put a second pilot in the cockpit, especially in an instructional situation when a lot of discussion takes place about the avionics, and the problem intensifies. How do we control the risk? First, we have to be aware of the potential to become distracted by multifunction avionics and color displays at the expense of flying the airplane. Second, we have to plan and discipline ourselves to do as much of the button-pushing and programming as possible before we taxi off of the ramp. Stick to completing pre-takeoff checklists and listening to, and watching, for traffic while in the terminal area. In cruise flight, fight the tendency to stare at the panel. Nurture that sixth sense, that small voice which reminds you to look up and scan from traffic. Today we need to be more disciplined about the fundamental task of flying the airplane and looking outside. We may be close, but we are not yet to the point of locking the cabin door, starting the engine and letting the smart avionics conduct our flight. We are still the pilot-in-command and are the ultimate authority of the airplane – not the box sitting in the radio stack.

Chili Social and Potluck!
2-6pm Friday 10/17 at Renton Office



Don't miss your chance to visit with fellow members, share some hangar flying tales, and eat some tasty vittles!

Bring your award winning chili or something for the sides. We'll eat anything! Hope to see you there!

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.

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

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1) Ops Manager: Leave voicemail (425) 237-2332 or Pager 206-540-7720		
2) Ops Officer, or 3) Any Board Member		
<u>Everett</u>		
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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