

✈ 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>
Duane Hamelin	Affiliate	RNT
William Kenner	III	RNT
David Lee	III	RNT
Troy Mayes	III	RNT

From Your President

Frank Marshall

Board Adjusts Membership Dues: After more than six years of unchanging dues and insurance charges totaling \$90 per month, the creeping tentacles of inflation have finally forced the Board to take action. Effective December 1 dues for active members will be \$100 per month, including insurance, which will no longer be separately charged. Dues for members on leaves of absence will increase to \$20 per month at the same time.

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Ben Welte	10/11	Watt

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Christopher Werner	10/1	Private	Lancaster
Brian Vaivadas	10/4	SES	Hickman
Dan Baisley	10/14	Private	Behrend
Quynh Truong	10/15	Private	Yager
Jeff White	10/15	Private	Hickman
Jerrold Carstensen	10/15	Private	Olmstead
Kevin Thomazios	10/18	Comm MEL	Kirby
Dmitriy Nikonov	10/19	Private	Veryioglou
Paul Wagner	10/21	Private	Sievers
Amisha Patel	10/26	Private	Demco
Austin Watson	10//26	Comm SEL	Kirby
Fabien Mandrillon	10/18	Instrument	Wolvington
Andrew Buescher	10/28	Tail Wheel	Smith

Our basic business model involves covering all fixed costs, which accrue at the same rate regardless of how many hours the airplanes are flying, with the dues (or “dues and insurance”) payments. (The tach book charges are designed to cover all aircraft maintenance and upgrade expenses.) Your treasurer, Austin Watson, has completed a study that shows that the dues payments have been falling short of our fixed expenses for at least the last three years, eating into our cash reserves. The new rate of \$100 per month is designed to eliminate the deficit we are currently experiencing.

That of course leaves open the question of what sort of cost increases are to be expected in the coming year. The big unknown is aircraft insurance, which is renewed annually in May. We got away without an increase at the last renewal, but our insurance claims are up this year. The Board elected not to anticipate an increase while setting our current dues, but to revisit the issue in May when our new insurance premiums become known. We’ll wait to see what happens then, but in the meantime, please, don’t ding any 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	11/21	RNT
• <u>Instrument Ground School</u>	Eves.	2/9/09	RNT
• <u>Private Pilot Ground School</u>	4:30pm	1/13/09	RNT

Fuel Surcharges: At last, fuel prices have dropped significantly from the previous month. With the reduced surcharge, the cost of a basic C172, for example, is down over \$6/hour from last month, and that of a 182RG is down over \$10/hour. Based on what is happening with auto fuel prices, we can only hope that more reductions may be in the offing in the near future.

Surcharges and rates for November are as follows:

Aircraft	Base Rate	Surcharge	New Rate
C150	\$62.00	\$12.65	\$74.65
C172	\$75.00	\$18.17	\$93.17
PA-28-151/161	\$75.00	\$18.17	\$93.17
C172SP	\$80.00	\$20.47	\$100.47
Citabria	\$85.00	\$18.17	\$103.17
PA-28R200	\$99.00	\$20.70	\$119.70
C182Q	\$102.00	\$29.90	\$131.90
C182RG (68T)	\$110.00	\$30.36	\$140.36
C182RG (65C)	\$125.00	\$30.36	\$155.36
C172XP	\$130.00	\$17.48	\$147.48
SR20	\$133.00	\$27.60	\$160.60
CT210	\$169.00	\$34.96	\$203.96
BE76	\$169.00	\$43.70	\$212.70
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00

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

Got Late Fees?

By Austin Watson, BEFA Treasurer

As Treasurer, I am asked from time to time, quite often in fact, to reverse a late fee on a past due account. The policy I am following is to follow the BEFA rules and reverse late fees only if they are charged in error due to a mistake by the BEFA finance team. Otherwise, no. Late is late, period.

Past treasurers have apparently reversed fees based simply on being asked to do so. During my term as treasurer I will enforce our rules unless the board votes to have me do otherwise. I think this is what the membership expects.

Since BEFA started enforcing late fees strictly per the rules, our cash flow situation has improved.

BEFA – What a Deal

By Austin Watson, BEFA Treasurer

The data has spoken and it says we have run a net deficit for the past few years.

That is why rates have gone up. Tach rates have gone up to fund airplane operation, maintenance and recapitalization. Dues have gone up to fund operations and insurance.

During the past several years the data said we have been paying too little and living off our savings. Our rates are correct now and will be reviewed annually to stay that way. Our cash reserves will rebuild and we will be in a position to better maintain and grow our fleet in the coming years.

This year, cash management has been a challenge with a peak in overhaul maintenance, so my direction to the Wes and the

maintenance is crew has been to spend on (a) GRAB CARD, (b) TOMATO FLAMES, and (c) FAA mandated safety items. We have a good safe fleet.

We have all gotten one heck-of-a good deal flying for the past few years. Moving forward we will still be getting the best deal in town on flying and it will be the right deal.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

SURPLUS STUFF

BEFA has a surplus 60,000 BTU natural gas hanging shop heater for \$50.

Also, we have some old aircraft engine cylinders for \$10 apiece. Great heavy duty paper weights for hurricanes. Come and get it if you want it.

704RY PILOTS CHECK YOUR POCKETS

After a few months we are still missing the main keys with the metal tag for 704RY. Those who flew it over the summer, check your flight bags and return them if you have them. A good way to remember to put the keys back in the book is to snap your car keys in one of the three metal rings of the tach time binder; this will remind you to put the plane keys back when you retrieve your car keys to go.

JANUARY PRIVATE PILOT GROUND SCHOOL SIGNUP

Anyone interested in attending the BEFA Private Pilot Ground School? Tuesday and Thursday nights, starts at 4:30PM for 10 weeks. First day tentatively 1/13/09. Sign up with the Renton office for the January Private Pilot Ground School. We will need a minimum of 8 students to hold the class. Full deposit \$300 for members; \$330 for non-members is required to be on the list. Money back if not enough students signup.

PICTURE SETUP READY FOR BEFA MEMBERSHIP ID

As noted in a 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.

BEFA ORIENTATION

November 22nd, 2008, at 10:00AM, a required orientation for new and recent BEFA members will be held. 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.

GRIEVANCES/INCIDENTS:

- 10/01/08 5344K Door unlocked, gust lock not installed. Fuel selector on both.
- 10/17/08 2008E Mags left on, fuel strainer taken.
- 10/18/08 54088 Flaps left down.
- 10/22/08 704RY gust lock and pitot cover left off.
- 10/24/08 8325H Master switch left on, battery dead.
- 10/26/08 Window in sim room left wide open all night, found on morning of 10/27/08.
- 10/31/08 41896 Cover left off and rain water leaked into plane.

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:

- Fred Quarnstrom for donation of antique aviation charts for pilot lounge.
- Peter Saldino and Wes Snowden & Charter Construction for replacing the cabinet and sink in the men's room.
- Cressey Door Company for loaning their scissor-lift to help us install the nightlight bulbs for our hangar. They'll be getting our business from now on!
- Paul Ust, Howard Wolvington (CFI) and Daryl Hickman (CFI) for stuffing envelopes.
- Joerg Zentner for repairing the ballast on the light in the briefing room and hauling junk away from south hangar area. Great support!
- John Scarce for fixing a tiedown anchor into the ramp.
- Tom Howard (CFI) for painting the side shed and solo oil change.
- Howard Wolvington (CFI) for updating GPS databases.
- Travis Nelson for weed whacking.
- Troy Beardslee, Doug Withers and son Max, Yenew Kassaye for crack sealing.

- Paul Ust for parts run to PAE.

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.
- Paint the front & side porch/entrance.
- Repair stairs in the hangar.
- Recycle shed needs to be build. Contact Tim Veryioglou at: <mailto:tv79@iqmail.net>
- 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.
- Someone with refrigeration experience to check out the BEFA fridge. There seems to a lot of water inside it, but it cools OK.
- Weed whacking the ramp weeds is needed.
- Help Troy Beardslee, Doug Withers and Yenew Kassaye on the crack sealing of ramp project. Contact Troy at tbeardslee@verizon.net.
- Catalog the BEFA library.

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

We are all told to read-back runway instructions when calling up the tower for take-off clearance. This requirement is the result of accidents in the past where airplanes landing hit airplanes in position for take-off. Confusion or not paying attention to clearance instructions was to blame, and the corrective action was for pilots to read-back all hold short instructions. But reading back the instructions, whether for holding short or for in-the-air ATC directions are not the only responsibilities of the pilot in command. Understanding the

instructions given is just as important, and failure to do so, can have the same tragic consequences. The following is an example of complying with the read-back instructions and still not completing the responsibility process.

In 2002, auto-suggestion is thought to have played a part in a near-disastrous Airbus 340 take-off from a taxiway in Anchorage, Alaska. According to the NTSB report on the incident, there were 237 passengers and 15 crew on board when, on a clear moonless night, the airplane struggled to get airborne. Although the factual incident report does not offer a probable cause, the crew's attention seems to have been distracted by ATC giving take-off clearance as the airplane was approaching a junction between taxiways. The crew was preparing the turn right onto a taxiway and, had they followed ATC instructions – which they acknowledged correctly – they would have turned right again on the runway. But after take-off clearance, they took the first right as being the entrance to the runway and, despite the fact that the taxiway was lit as a taxiway with green centerline lights and blue edge lights, they began their take-off run. When the tower controller realized what the airplane was doing, he decided it was too late to warn the crew, so he alerted the emergency services because of the restricted length of the take-off run – 6,800 feet and 70 feet wide. Once the crew called airborne the controller told them a heading to fly and then he contacted airport operations to look for evidence of damage to the taxiway. There was none, however, wheel marks were found in the snow berm at the taxiway end. The airplane continued on to its destination where the two pilots and a check pilot were suspended from duty. Since any conversations on the flight data recorder were overwritten on the long flight, exact transcripts were not available.

The above account shows three pilots all hearing the right thing, responding with the right words, but not comprehending and understanding the words spoken to them. We all must be vigilant to make sure what goes in our ears also goes into our head so that we don't make our own tracks in the snow.

Instrument Rating Ground School

By Frank Marshall

Have you completed work on your Private Pilot's license, or are you getting close? It's not too early to start thinking about the next step: going after your instrument rating next spring. This rating will vastly improve your odds of actually being able to use your license to take a trip at the time of your choosing (not to mention that you will likely find it makes you a better, safer pilot, and gives you a deep, well-deserved sense of accomplishment).

A good way to start is with the BEFA sponsored Instrument Rating Ground School. This course prepares you to take the

FAA Instrument Rating Knowledge Test, and will help with your flight training as well.

The nine-week course will be offered on Monday and Wednesday evenings in the Renton classroom, and is scheduled to begin next February 9. The cost, which includes an excellent 850-page Jeppesen Guided Flight Discovery textbook (it will likely remain a valuable reference long after you've completed the course), the complete FAA Knowledge Test question bank, and the latest FAR/AIM, is \$300 (\$330 for non-members).

You may sign up now at the Renton office (or by telephone). There have already been several inquiries about the course, so it's a good idea to sign up early to reserve your spot in the classroom. Payment is required by December 31, so that the cost of ordering supplies is covered in advance. (You may opt to have it billed to your account as of December 31 by indicating that preference on the sign-up sheet.)

If you have any questions, please contact Frank Marshall at 253-838-1661

The Master Switch Incident

By Austin Watson

How many times have you turned on the master switch in an airplane? What happened? Did the propeller start turning? Did anybody get hurt?

Several weeks ago I retrieved a plane from routine maintenance. It started and ran beautifully. I taxied it to BEFA, executed shutdown per the checklist, parked it, and returned 15 minutes later to preflight it for some solo commercial maneuvers practice.

A friend and fellow pilot was helping test the electric stall horn, standing just outside the pilot's door.

"Key on dash. Ready." Master On. Propeller turns. Master off! *Feeling of terror.* My friend and fellow pilot was just two feet away from something really bad happening.

I have a new respect or lack of perhaps for propellers and electric starters. They have ghosts inside them and they might start turning any time. If the master switch is on the ghost wakes up a little. If the key is in the ghost wakes up a little more.

Turns out the ghost was a bad starter relay which was promptly replaced and the plane returned to service the next day.

My new personal rule: "*Clear Prop* before turning on master switch.

befagroup@googlegroups.com

By Steve Isaacson

Some time ago John Scarce created a free group account on Google called "The Boeing Employees Flying Association Group." The purpose was to provide BEFA members a less intrusive and more durable method to share information than email.

For various reasons the idea never got off the ground. Nevertheless the account is still active and I propose we use it (more on that below) for unofficial communication. I say "unofficial" communication because not all BEFA members have access to email and some members find the use of email too onerous or cumbersome.

Access to the group requires a [free] Google Account. If you don't have a Google Account set up yet, you'll first need to create an account before you can access the group. You can create an account by connecting to <http://www.google.com>, then clicking the Sign In link in the upper right-hand corner, and then the "Create an account now" link. Once you have an account, go to <http://groups.google.com> and search for befagroup. If you have a problem finding it, send me an email (stevei@thesomething.com) and I'll send you an easy-to-reply invitation to the group.

Once you are a member of befagroup, you can send email to the group via befagroup@googlegroups.com, or log into <http://groups.google.com/group/befagroup> and read the messages online.

What's <mailto:befagroup@googlegroups.com> good for? That remains to be seen, especially since many of us already get bogged down in email, but one idea is to use it to help form flying groups.

Forming Flying Groups

By Steve Isaacson

Last summer after a local-area flight I walked back into the BEFA office in Renton and there was another pilot checking in. She had just flown back from some place in Oregon, solo, and said it was a wonderful flight. Later I thought to myself, sometimes solo flight is preferable, but if we had gone together it would have cost half as much and I could have enjoyed the trip too.

Another example. Two Sundays ago I finally flew the Olympic Peninsula loop: Renton to Jefferson (OS9), to Sequim (W28), past Port Angeles to Sekiu (11S) with its tricky uphill runway for a gusty cross-wind landing, out around the point to see Tatoosh Island (too bumpy over the water this time to take any pictures), to Quillayute (UIL),

then down the coast to Ocean Shores (W04) and Hoquiam (HQM), and finally back to Seattle over SeaTac to Renton.

It was a fun trip, a good 4 hours of flying on a pretty good day.

But 4 hours of flying is \$400. That was my last flying splurge for the foreseeable future.

Would I go again? Sure, but not anytime soon, because it costs too much.

But later I was thinking, well, what if I had another pilot along with me and we divided up the flying for the trip? What if three of us went along? One of us could fly, one could work the radios, and one could take pictures!

And so I thought of forming flying groups: small groups of people who meet weekly or a few times a month to go flying together.

Of course every good idea has its downside. What if you start to wince every time your cohort lands the plane? What if you start to get airsick because you're stuck in the back seat? And so on.

Nevertheless, I think it's an idea worth considering, and if anyone else is interested we can use befagroup@googlegroups.com to figure out how to make it happen. Or not. Sometimes solo really is the best way to fly.

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 Scearce john.p.scearce@boeing.com

Classified Ads

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

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Maintenance ACE Aviation Contact, in order:

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

Everett

Office: No phones at this time in Everett. Please call RNT Office in an emergency, otherwise call Doug Jacobs or Oscar Naimi (phone numbers below).

Maintenance Focal: 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 Wk 425-342-6784

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