

✈ 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>
Jon Finger	III	RNT
Ryan Kramer	III	RNT
Patrick McClenahan	I	RNT
Jonathan Moore	III	RNT
David Wills	III	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Nathan Fleming	12/9	Watt
Cynthia Suyama	1/4	Veryioglou

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Olivier Godard	1/9	CFI	Guthrie/ Am Flyer
Stephen Griffith	1/14	Instrument	Veryioglou
Austin Watson	1/26	Comm SES	Stemwell
Anandee Panna	1/31	Instrument	Wolvington

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	2/20	RNT
• <u>Instrument Ground School</u>	Eves.	2/9	RNT
• <u>BEFA Crab Feed</u>	Evening	3/21	RNT

From Your President

Bob Ingersoll

We've all seen the images of US Airways Flight 1549 floating in the Hudson River and hope we never have to encounter a similar situation. Remembering that a lot of the Renton Airport traffic pattern is over water and we have continuous bird problems at the water end of the runway brings this even closer to BEFA. I've summarized several articles I've read on this. Lessons from 1549 include

remembering that the "impossible turn" back to the runway really is impossible. It's important for pilots to know what their choices are before an emergency strike occurs. Fly the airplane all the way to touchdown and try to set down in a normal landing attitude.

Some of the physics of a bird encounter may pique your interest. The FAA says that hitting a two pound seagull at a speed of 120 mph results in an impact force of 4,800 pounds. Jets flying at 600mph generate a force of more than 35 tons. The US Air Force has lost a B-1B and an AWACS from bird strikes. There were 7,500 FAA recorded bird strikes in 2007. The engine of a propeller driven aircraft is seldom harmed. The danger comes from a bird joining you in the cockpit or structural damage to the wings or empennage.

Bird strikes can happen year round at Renton, most likely below 1000 feet and either early morning or dusk. Turn your landing lights on and plan to climb, birds will most likely dive away from your plane. If a collision occurs fly the aircraft first. Assess the damage and land at nearest airport.

Termination of Satellite Monitoring of 121.5 MHz ELTs

On February 1, 2009, the International Cospas-Sarsat Organization will terminate processing of distress signals emitted by 121.5 ELTs. Pilots will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site. It will be up to other pilots monitoring the 121.5 frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. So when we fly, look out for your fellow pilots and monitor 121.5. If a 121.5 ELT is heard, report it to the nearest air traffic controller, the time and location of when you first detect the ELT, when it was loudest and when it drops off your radio.

Cospas-Sarsat System has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner. A 406 ELT with GPS can pinpoint a signal to within 110 yards and send a notification to Search and Rescue within 15 minutes. Comparably, 121.5 has a 12 mile radius and has averaged a 6 hour notification to Search and Rescue. We are evaluating how to best convert our BEFA aircraft to this new capability. This could be installation of 406 ELTs and /or the use of handheld 406 MHz Personal Locator's. I will keep you informed as this develops.

Lastly, I had a meeting with the Renton Airport Manager. I'm pleased to report that we have a very good working relationship with the airport authority. We discussed the

seaplane dock, which is experiencing an unprecedented amount of debris and silt from the Cedar River flood. He has authority to dredge and clean up this area pending appropriation of necessary funds and permits. This may take some time. So in the interim we will monitor the seaplane dock area and advise the BEFA seaplane pilots, through Schedule Master, when conditions allow operation from Renton. The plane will be positioned at Kenmore when conditions do not allow for operation from Renton.

I was also advised that there is a plan to resurface the Renton runway this summer. This effort is Federally funded and will require 1-2 weeks of runway downtime. UGH!! He is coordinating with Boeing for the schedule which will most likely be in July. We will develop a BEFA workaround plan when we know more.

Mark your calendar for the 2009 BEFA Crab Feed, March 21! See you there!

ANY RUNWAY BEHIND YOU OR ALTITUDE ABOVE YOU IS OF ABSOLUTELY NO USE !!!

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

PRIVATE PILOT GROUND SCHOOL

With the demise of the Boeing Off-Hours LTD program, due to LEAN +, and with it the "Introduction to Aviation" class and the "Private Pilot Ground School" class, we've been striving for an alternative outlet to insure adequate enrollment for the class and possible financial compensation to Boeing Employees taking it. Here are the following changes pertaining to the "Private Pilot Ground School" course. The next BEFA Private Pilot Ground School will start April 7th through June 11th, 2009. We presented the course to Renton Technical College for inclusion in their Spring curriculum, and the syllabus was approved and accepted by Karen Johnson, the Dean at RTC. What this now means is that all registration for this will be handled by Renton Technical College, (425) 235-2352, and the course cost will be \$425, which will include all course material. The class will continue to be taught here at Renton BEFA, and is now open to the public. What we expect, (but not guarantee at this moment in time), is that the \$425 tuition for this class will now once again be reimbursable to Boeing Company employees taking this course, effectively making it a free 60 hour course. We will provide more information as it becomes available, but you should see this being offered in their Spring catalog. The RTC website can be found at: www.rtc.edu

GRIEVANCES/INCIDENTS:

- 1/3/09 704GC Gust lock left out.
 - 1/24/09 2365C Power turn done on the BEFA ramp
-

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:

- Tom Twiggs for donation of new flight bags.
- Paul Ust, Will Allen, (CFI), Andrew Boike and Bob Guthrie (CFI) for helping with the assembly of the invoices.
- Howard Wolvington (CFI) for parts runs.
- Peter Cookman for plane repositioning.
- Harlan Zentner for painting the pilot lounge.
- Yenew Kassaye & Howard Wolvington (CFI) for loading databases.
- Mark Gapnoff for helping our electrician, Frank Nabors with the wiring.
- Andrew Boike and Jack Paauw for moving aircraft. (Andrew wins the taxi time award this month!)
- Frank Nabors for painting and electrical work.
- Mike Bentz for cutting down and removing the holly tree.
- Doug Jacobs for delivering parts to PAE.
- Bob Wyzenbeek for shuttling maintenance pilots.
- Doug Jacobs for revising the PAE Operations Guidance Manual.
- Esko Mannisto & Doug Jacobs for installing the Washington State Registration forms in the planes.

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:

- Someone to put on the foam insulating sleeves on the pipes in the Renton Office.
- Someone to replace the faucet in the "kitchen" sink in the office--
- Someone to waterproof the low wing planes cockpit covers.
- Someone to patch the large gouge in the concrete on the centerline of the south ramp at Renton, in front of the hangar.
- Paint the front & side porch/entrance.
- Help Troy Beardslee, Doug Withers and Yenew Kassaye on the crack sealing of ramp project. Contact Troy at tbeardslee@verizon.net.
- Painter needed for sanding/painting in the stairwell

area that leads to the classroom.

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

As everyone at BEFA knows (since we are located within the Seattle Mode C veil) a transponder is a prerequisite for operating in controlled airspace. Federal Aviation Regulation 91.215 specifies where Mode A transponders with Mode C altitude-reporting capabilities are required. In general, these areas are in Class A, B, and C airspace, within the 30 mile ring around class B airspace, above Class B and C airspace, and most areas above 10,000 feet MSL. Of course, some exceptions apply. The regulation also says that if an airplane has a working transponder with altitude-reporting capability, it must be on whenever that airplane is operating in any controlled airspace. Fortunately, the regulation also allows for some wiggle room in the even the transponder acts up. Specifically, it says that you may ask air traffic control for a "deviation" from the regulation so that you can fly to your ultimate destination, including any intermediate stops, or to a place where suitable repairs can be made. In other words, if you discover after taking off that your transponder isn't working, you don't necessarily have to return to the airport unless it is prudent to do so. The air traffic control facility responsible for the airspace you are in can waive FAR 91.215 transponder requirement on the spot. In some instances, you may not even have to make the request. When it becomes obvious that the transponder is not functioning, the controller will try to establish your airplane as a primary target, usually by vectoring you 90 degrees from your flight path for confirmation. (A primary target is the basic radar reflection of the airplane, minus any transponder-supplied data). Once the controller can identify you on the screen and with confirmation of your altitude, they can track your progress and provide standard separation services. Because of an inoperable transponder, you would likely be directed to a nearby VOR and then on published airways all the way to your destination. Radar coverage is good along airways, especially above 3,000 feet. The only unusual feature of the flight may be the request for position reports, typically by distance to or crossing of VORs. Take note, however, that the fact one controller will quickly get you on your way despite the transponder problem, does not necessarily mean that every one of the subsequent controllers can be so accommodating. Radar coverage, traffic volume, weather, etc., can affect a controller's ability to handle a non-transponder primary target.

A transponder is virtually a required fixture in most general aviation aircraft. Fortunately, the FARs provide with some options for asking for, and receiving, air traffic control services even if the transponder and/or its Mode C altitude-

reporting capability is inoperative. When that occurs, our job is to fly well, to maintain an assigned altitude, to follow and assigned route, and to always know where we are and to be able to report our position when requested.

BEFA CFI Meeting Schedule

By Mike Sievers

The BEFA CFI meeting schedule for 2009 is as follows:

- March 13
- June 12
- Sept 11
- Dec 11

All of these dates are on Fridays, and all meetings are at 6pm at RNT.

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

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

FOR SALE: David Clark DC H10 headset, hardly used. \$275/obo. Contact Rich Honda at (206)930-1829.

FOR SALE: Sigtronics S-40Y Youth System Headset (two of them), with Oregon Aero SoftSeal® Ear Cushions Installed on Headsets (two complete sets, installed). Also includes Oregon Aero MicMuff® Microphone Covers (two sets installed) and a Sporty's Dual Headset Bag. Cost to BEFA members would be only \$300. (Price to buy all of this new would be \$475). I wanted to give BEFA members the first opportunity at these before I list them for sale elsewhere. I can send interested folks more info, links to original equipment, and pictures by email. Please contact Doc Manry at drcmanry@yahoo.com or home phone 253-735-8090.

FOR SALE: ICOM IC-A5 VHF Transceiver for \$150 Includes Radio, Original Instruction Book, and Charger. Full 5 Watt output power All 760 channels (118.000 MHz - 136.975 MHz) 25 kHz tuning steps 200 memory channels with 6 character names PC programmable functions and memory channels. Contact Doc Manry at 253-735-8090, drcmanry@yahoo.com

Officers and Staff

President	<u>Bob Ingersoll</u> 94-35 robertji77@aol.com	Home: 206-772-3351 Cell: 206-755-7870 Fax: 425-234-3651
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	<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

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:	<u>Brian Behrend</u>	Wk: 425-266-9134 Cell: 425-280-1215
Facilities:	<u>Oscar Naimi</u>	Wk 425-315-0566
Safety Mgr:	<u>Mike Dubbery</u>	Cell 425-239-3630
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BEFA RAMP OPERATIONS

General Procedures In The Ramp Area

1. No smoking on ramp, hangar, offices or breezeway area.
2. No non-pilots in the ramp area (**especially children**) unless accompanied by pilot. *Children must be in physical contact with parent or guardian while on the ramp area, and placed in aircraft as soon as possible, no running or playing.* Preference is for no pets, but if you must have them, pets must be on a leash at all times.

Preflight

3. Ladders shall be used to check fuel tanks. **Do not climb on the struts.** Ladders shall be stowed on their side on the ground between wing tips.
4. Paper only on aircraft dash. No headphones, kneeboards, etc. on dash.
5. No oily/dirty rags in aircraft. Deposit them in a garbage can after use.

Ramp Handling Procedures

6. Use caution moving aircraft. Clear the wings and tails.
7. **Tow bars shall be used to handle all aircraft in all parking area.**
8. Avoid pushing vertically or horizontally on aircraft horizontal stabilizer or stabilator.
9. Do not push on the propeller spinner.
10. All aircraft shall be pulled **out and aligned with the ramp centerline, using tow bars**, before starting. Aircraft shall **be shutdown on centerline and pushed back with the tow bar**. Twin engine aircraft may be started/stopped and taxied from parking spot, if clearances from aircraft in surrounding spots permit safe operations.
11. No engine starts within 85 feet of BEFA hangar doors. Starts must be at or beyond the 3-blue lines on the ramp at RNT, to minimize prop blast into the BEFA hangar. Use **low** throttle settings.
12. Powered turns in the parking area are **not** allowed.
13. Be efficient - **minimal time once plane is on ramp centerline** to not block traffic.

Post Flight

14. Try to return the aircraft to the tie down spot from which it was taken, **only** if it does not impede other flights to do so, then use another space.
15. Clear the ramp area as soon as possible after shut down. Don't block traffic.
16. Props shall be stowed in the near horizontal position to allow for wingtip clearance. **If fuel is required place the prop in the 9:00 – 3:00 position. If no fuel is required place the prop at the 10:00-4:00 position**
17. Fuel selector valves shall be left on the right tank position when the aircraft are tied down. (This helps reduce fuel transfer/loss.)
18. Rotating beacon switch shall be left on when securing aircraft. This provides a visual cue for master switches that are left on and will help to prevent dead batteries.

General

19. Cars may not be parked between aircraft. They are to be left only in designated car parking areas. Excluding engine pre-heating purposes, permission is required to drive on ramp area.