

# ✈ 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>
Scott Bullene	III	RNT
Justin LeRoux	I	RNT
Mark Ligman		RNT
Devin Rider	II	RNT

## 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	3/20	RNT
• <u>BEFA Crab Feed</u>	Evening	3/21	RNT

**From Your President**  
**Bob Ingersoll**

### ANNUAL BEFA CRAB FEED- March 21, 2009

It's that time of year again and we are planning a great Crab Feed. Mark your calendar and sign up at the office to attend. It's an opportunity to get re-acquainted and plan for Spring flying. Our fleet and facility are in great shape, thanks to many volunteers. Besides eating some great crab, you will hear "The State of the Association" from the BEFA Board as well as help recognize some of our most active volunteers. Speaking of volunteers, we will need help getting the hangar ready for the Crab Feed as well as help setting up, serving and clean-up.

Sign up early so we have plenty of crab for all!!

### Pacific Northwest Aviation Conference

The conference was well attended and we had lots of interest at the BEFA booth. The AOPA President, Craig Fuller, gave the keynote address. He highlighted the issues of User Fees and TSA Security Rules being imposed on general aviation. It appears with the new Administration that User Fees are alive and well. If passed into law they would be imposed starting 2011 on all aircraft that use the air traffic control system. TSA wants to impinge upon operators of general aviation aircraft with commercial aviation regulations. This is supposed to be for private aircraft weighing more than 12,500 pounds. BEFA should not be impacted by the TSA plan but the User Fees could directly

impact our flights. Many general aviation groups are debating these issues to try and protect our interests. We will update you as more information becomes available.

### 2008E Duchess

The owner of the Duchess is increasing the base rate from \$169 to \$219 per hour. This is due to a significant increase in maintenance costs that he has incurred. The revision will be posted in the rate schedule.

*"Hopefully a pilot never runs out of airspeed, altitude, and ideas all at the same time!!!!"*

## Fuel surcharge rate for Mar-09

Aircraft	Base Rate	Surcharge	New Rate
C150	\$62.00	\$6.00	\$68.00
C172	\$75.00	\$8.61	\$83.61
PA-28-151/161	\$75.00	\$8.61	\$83.61
C172SP	\$80.00	\$9.70	\$89.70
Citabria	\$85.00	\$8.61	\$93.61
PA-28R200	\$99.00	\$9.81	\$108.81
C182Q	\$102.00	\$14.17	\$116.17
C182RG (68T)	\$110.00	\$14.39	\$124.39
C182RG (65C)	\$125.00	\$14.39	\$139.39
C172XP	\$130.00	\$8.28	\$138.28
SR20	\$133.00	\$13.08	\$146.08
CT210	\$169.00	\$16.57	\$185.57
BE76	\$169.00	\$20.71	\$189.71
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00

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

## Recruit a New Member in 2009

**Austin Watson**

Recruit a new member in 2009! BEFA gets a new membership fee and keeps our monthly dues revenue up. Take a co-worker or friend on an intro flight; straight and level, no stalls, no steep turns; 30 minutes out and back on a calm day. Tell them that the best Boeing engineers are also pilots.

Thanks. Let's get to it! And while you are at it, recruit people who will volunteer around the hangar or office.

**Tenths add to Thousands**

## Austin Watson

We found a thousand dollar a year leak during a recent billing process audit. It's getting plugged.

Here's how it works. Pilot One Rounds down the end time in the Tach Book. Pilot Two rounds up the start time on the next flight. Accounting puts the missing tenth into a category called "Maint" to avoid an argument.

This is costing us upwards of \$1,000 per year in lost revenue, or to put it another way, it's driving the lost \$1,000 onto the rest of the membership.

When you fly, check the Tach Book and then check the Airplane. See that they agree. It's best if you, the pilot, resolve and correct the difference.

The board has directed accounting to always use the prior recorded end time when entering billing data if a discrepancy exists. Over the long run we will all win some and lose some and it will average out, so please no argument.

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## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### BEFA LIBRARY

Please, when returning BEFA library items by dropping them on Diana's desk, put note on it regarding who it is from. Also, remember all items need to be checked out in the record book with your name. For clarification, the library is not to take the place of you getting your own POHs etc..., we strongly encourage, as does the FAA that you retain a personal copy of the flight books or the POHs you need for your flights.

### BEFA COPIER

Please remember that the BEFA copy machine is not to reproduce War & Peace. We went through a ream of paper in 18 hours that Staff cannot account for, that's a lot!

### FIDO AND AIRPLANES

While BEFA does not encourage taking pets along on your flights, we currently do not have anything in the ROPs preventing it. With that said, we had an incident lately that generated a complaint, not the first with our planes. Please, if you do bring Fido along, it is your responsibility to clean off all the dog hair and dog odor from the plane. We have members who have reactions against dog dander, not to mention that it is required that members leave the interior clean after their flights. This means removing debris such as rags and trash, and if you have an animal on board, removing the animal's hair and odor.

### 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), 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 as when included in the old LTD program. This course is now offered in RTC's Spring catalog. Also, the same will apply for BEFA's popular Instrument Ground School Fall course. More to follow on that as fall approaches.

### AVIATION CONFERENCE THANKS

Thanks to Bob Ingersoll, Howard Wolvington, Eric Lund, Paul Ust, Terry Thomas Erik Schutten, Fred Quarnstrom, Daryl Hickman, Frank Marshall, Lynol Amero, Gary Pipkin, Austin Watson, Scott Bullene, Mark Gaponoff, and Ken Sain for their planning and manning the booth at the Northwest Aviation Conference this last month.

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### GRIEVANCES/INCIDENTS:

- 1/30/09 97PD: Pitot heat was left "on" when plane not in flight and melted the airspeed line.
- 2/12/09 739BT: Back seat covered in dog hair and not cleaned up
- One of the 2 de-ice sprayers is gone.
- 2/23/09 97PD: Gust lock not installed
- 2/25/09 54088: Door was locked but left in open position.

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### 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:

- Becky Showalter and passenger, Paul Ust, Chuck Malmsten and Bob Guthrie (CFI) for collating the invoices.
- Dayne Olmstead (CFI) for replacing the faucet at

RNT.

- Doug Kirby (CFI) for donating a convective counter oven.
- Eric Lund (CFI) and Scott Bullene for loading the Honeywell GPS data bases. A note of thanks to new member Scott Bullene who is working with the BEFA Crew now.
- Kyle Helbing (CFI) for running de-ice supplies to PAE.
- Harlan Zentner and Scott Bullene for finishing the fireproofing.
- Scott Bullene for cleaning and mopping the hangar floor!
- Jim Goodnow for hangar man door repair.
- John Parrott for loan of his shop light.
- Bob Guthrie (CFI) for moving planes.

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### 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 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!

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### From Your Safety Officer By Mike Sievers

From the first day of flight lessons, we are all taught the procedures of pre-flight, including the run-up. At the core of the run-up procedure is the magneto check. The engine is set to the proper RPM, and you perform the normal routine. Right mag, back to both. Left mag, back to both. After

awhile, this procedure of checking the magnetos almost becomes automatic. However, it can become so automatic that it is possible some may have forgotten what they are looking for. This system is one of the few on our airplane that keeps the engine running, which in turn keeps the flight from becoming one which tests your emergency landing techniques.

Checking the magnetos is really a check of the entire ignition system. The ignition system on any reciprocating (piston) engine has the same basic components. There must be a source of electricity, a distributor which tells the electricity where to go and when, wires to carry the electricity, and the spark plugs which ignites the fuel. While automobile and airplane ignition systems both accomplish the same task, the way they do it is different. Your automobile ignition system shares the same battery/generator electrical system with the lights, radio, starter and every other electrical device on your car. If the battery/generator system fails on your car, the ignition system goes dead and the tow company gets some business. Our airplanes also have a battery/generator system, but it has nothing to do with engine ignition system. The FAA requires that the engine ignition system on airplanes must be separate from the battery/generator system. This is accomplished on most airplanes engines by the use of magnetos to create the ignition electricity. Furthermore, not only must the ignition be independent of the battery/generator system, but our airplanes must also have two ignition systems independent of each other. The battery and generator can be removed from the airplane and the engine will still run (you just won't have an electrical starter). The airplane's double ignition system provides better performance because of more efficient combustion and a higher level of safety through redundancy. The magnetos themselves produce the electrical power needed for the spark plugs by spinning magnets inside the cases, to create the electricity needed. The same gears that spin the magnets in the magnetos also spin the distributor that directs the electricity to the spark plugs at the correct instant required. Each magneto has its own distributor, set of spark plugs, and spark plug wires. Each cylinder has two spark plugs, one for each magneto.

In order to understand what you should be looking for while performing the mag check during engine run-up, it is important to understand what the mag switch does. The OFF position on the mag switch is different from that of other electrical switches you use. When you switch off a radio, you remove electricity from the radio. The OFF position from the mag switch does not remove electricity from the magneto since the spinning parts of the magneto are what makes electricity in the first place. This is also important to remember when turning the propeller by hand since moving the propeller also turns the magnetos and makes electricity for the ignition system. Turning the mag switch OFF actually create a short circuit (or grounding) which keeps the magnetos from working. The wire that grounds the magnetos is called the P-lead. Although the mag switch in our

airplanes shows one, there are really three OFF positions. "OFF" means that both mags are grounded and should not be able to power their ignition systems. Remember – grounding only occurs if the P-leads are connected properly. A broken P-lead can cause an engine start even if the propeller is moved slightly; which is the reason for switching the mag switch to the OFF position for a moment during shut-down. The other two OFF positions on the mag switch are those labeled L and R. When you switch to the left mag (L) you are actually grounding the right magneto. The only way to test a magneto is to shut off its partner. The run-up proves that each ignition system is operating without the help of the other. The BOTH position of the mag switch removes the ground from the magnetos and the engine utilizes the full dual system again. The importance of the P-leads to the magneto operation cannot be overstated. A disconnected P-lead on either magneto means that the ignition cannot be shut off in flight or on the ground (short of shutting off the fuel) – and that is dangerous. Back to the run-up – While running at the recommended power setting, switch the mags from the BOTH position to the R and L positions. Be sure to go back to the BOTH positions after each time you move the switch. You must see a drop in power, but it must not exceed the maximum allowable in the POH. Too great a drop in RPM can be an indication of several problems – anything from fouled plugs to bad wires - and needs to be checked out by a mechanic. Also, look for the difference in RPM drop between the left and right magnetos. The POH will give the maximum allowable. It is possible for the RPM drop on each mag to be within limits but the difference between each magneto to be excessive.

Knowing the airplane system is important for safety and cannot be learned once a problem develops in the air. Spend time with a flight instructor or a mechanic to learn about the inner workings of the machine you are sharing the airspace with.

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## **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.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](mailto: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](mailto: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](mailto: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](mailto:drcmanry@yahoo.com)*

**Officers and Staff**

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<b>Maintenance</b>	<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).

<b>Maintenance Focal:</b>	<u>Brian Behrend</u>	Wk: 425-266-9134 Cell: 425-280-1215
<b>Facilities:</b>	<u>Oscar Naimi</u>	Wk 425-315-0566
<b>Safety Mgr:</b>	<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.