

# ✈ 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>
Nathan Gollcher	III	RNT
Richard D. Jones	I	RNT
Marc Newman	III	RNT
D. Wes Tygeron	II	RNT

### New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Patrick McClenahan	3/21	Demco

### Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Paul Ust	3/2	Private	Wolvington
Stuart Lancaster	3/6	CFII	Yager

### 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
• <u>Board Meeting</u>	5:00pm	4/17	RNT
• <u>Private Pilot Ground School</u>		4/7	RNT

### From Your President

**Bob Ingersoll**

#### Annual BEFA Crab Feed- March 21, 2009:

Another year has gone and another successful BEFA Annual Meeting. We had a great turnout and were fortunate to have a beautiful Stearman on static display compliments of Rich and Carol Alldredge. Rich offered a thirty minute ride which was raffled that evening. Rich is a past BEFA President and we thank him again for providing his aircraft for the evening. There was plenty of fresh crab thanks to Ken and Lindsey Sain and the many volunteers who helped throughout the evening.

The BEFA Board provided a 'state of the Association' overview. The highlights are that we flew almost 8000 hours

in 2008 (A Record) while accomplishing five engine overhauls, purchasing one airplane (N8325H), replaced the Citabria wings, had two aircraft undergo major repairs (97PD, 7568T) and kept ourselves in a positive financial position. While all this was going on we were able to complete the Pilot's Lounge, update our website, install a camera security system and initiate our badging system. This involved a lot of juggling in all facets of the operation. Thanks to many volunteers and our BEFA staff - I don't think it could have been done otherwise. Ken Sain gave a great briefing on 'Navigating Tough Economic Times' and BEFA as a 'Best Value' to its members. Ken's briefing concluded with a 'surprise' drawing for two lucky BEFA pilots to receive 60 minutes each in a Boeing full flight simulator compliments of Alteon.

We are very fortunate to have the volunteers we do in BEFA and we took the opportunity to recognize some of them. Chuck Malmsten for the Website update and the camera security system, the BEFA 'Crew' for their endless effort to keep our aircraft flying, Wes McKechnie for his incredible effort to get volunteers to work on the Pilot's Lounge. Our "Member of the Year" goes to Tom Howard who has adopted our hangar and aircraft and done an incredible job of keeping us flying. The "Jim Dardick Memorial Award" goes to Norm Craven. Norm has been a BEFA member for 33 years and has some incredible stories about his 'survival instincts'.

*"Speed is Life; Altitude is Life Insurance"*

### 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 designed, supported and taught here at Renton BEFA, and with administration by RTC, is now open to the public too. What we expect, (but not guarantee at this moment), is that the \$425 tuition for this class will hopefully be per voucher reimbursable to Boeing Company employees taking this course, effectively making it a no-cost 60 hour course as when included in the old LTD Off-Hours program. This course is now offered in RTC's Spring catalog. Note, the same will apply for BEFA's popular Instrument Ground School Fall quarter course and the Fall quarter Private Pilot ground School course. More to follow on those two classes as fall approaches. The Renton BEFA office can provide details: [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com), (425) 237-2332, or start by checking out page 16 of the RTC Catalog at <http://www.rtc.edu/StudentServices/CourseCatalog/>

### **TSA VISIT**

Our annual TSA inspection went well. One mention was to encourage all BEFA members to get their BEFA photo ID badge done. Note, this is not a TSA requirement, but it was the inspector's hope that all members who have not yet got their BEFA picture badge would participate in this. See Diana to get your picture taken the next time you are at the Renton office. You'll get your membership badge a few weeks later.

### **BEFA AIRCRAFT TACH BOOKS**

Things are getting a bit sloppy in the documentation area when checking out a plane. We have noticed that too many pilots are not entering their date of their last 6 mo. BEFA checkride in the appropriate box when signing the plane out in the tach book. We will be auditing this starting in April and checking on the date in your file if you omit this information. Please initial that you have in fact checked the maintenance sheet/ADs in the appropriate box, put the date of your last checkride in the appropriate box, and out either a "V" for VFR flight, or an "I" for an IFR flight in the appropriate box.

### **AIRCRAFT CHECKLISTS**

The single page laminated checklists seem to be disappearing out of the planes lately. Please be careful that you do not pack them in your flight bag. If you would like a copy, please see us.

### **BAR TYPE STOOLS NEEDED**

The BEFA Pilot lounge is almost complete! We do need about 12 to 14 quality mid-back bar type stools for the window ledge. If anyone knows of a good deal, please let us know ASAP. We are planning on letting BEFA members "buy" a stool which will then have their name attached to the back on a small brass plaque. We'll have more info as we get a type of stool identified and priced.

### **GENERAL MEMBERSHIP MEETING VOLUNTEERS**

Much thanks to Matt Smith (CFI), Becky Showalter, Glenn Showalter, Austin Watson, Dan Turlington (CFI), Shad Pipkin, Paul Ust and a few others whose names we missed who cleaned the hangar floor; Ken and Lindsey Sain for the big task of general organizing and securing the food; Rich Alldredge for his "loaning" of his perfect Stearman bi-plane for the display aircraft in the hangar, and in addition donating ½ hour of Stearman flight time. Ken Sain was able to secure two 1 hour sessions in a level D simulator at Boeing - Alton. These three special items were raffled off at the dinner. Paul Ust, Norm Craven and Fred Quarnstrom were the lucky recipients.

I'd like to echo Bob Ingersoll's thanks to Tom Howard and Norm Craven for their winning the Member of the Year and the James Derdick Memorial Awards, respectively. Their contributions have been what helps keep the cost of flying our quality planes down to about half of what it costs elsewhere. Walt Cameron, Ron Larson, Carey Lunsford, Ernst Langhout and Matt Smith were also recognized for their dedication as the core of the "BEFA Crew". Harlan Zentner, Frank Nabors and Peter Saladino/Charter Construction Group also got noted for the support of the BEFA Pilot Lounge project and other tasks, and there were so many others over the years as well. Chuck Malmsten's son, Paul Malmsten, also got kudos for redesigning the BEFA web site, great job. Also mentioned was our "anonymous donor" who wishes to remain that way. Thanks so much for your contributions to our success this year. The problem with such thanks is there are always so many people who have contributed that get left out, just know that you are appreciated more than you can imagine. There is no way that an operation as large and complex as BEFA can function with the 55 years of success we've had without you. You are a very unique group. At 8,000 hours, 23 planes, 2 locations and 520+ pilots, BEFA is the "big dog" on the block in the Puget Sound Region if not the Northwest in terms of flight operations size and hours, and we pretty much exist "under the radar" of the general aviation community and still make it all work. The Board, Staff and Membership thanks and applauds you all. There were many others who helped that we did not capture their names or have the time to personally thank, but thanks to you all and see you next year.

### **RENTON AIRPORT RUNWAY RESURFACING**

Starting approximately July 31 through August 9th, 2009, the Renton Airport runway will be closed for resurfacing and re-signing operations. The runway designation due to changes in magnetic variation will be renumbered runways 16 - 34 also. One good thing is it was booked over the Seafair week and will coincide with the Blue Angels and other demonstration airspace closures over that week which typically impacts Renton Airports' airspace by closing it. We will look to reposition some of our planes at other local airports to maintain some of our flight operations. More information will follow as it firms up.

**GRIEVANCES/INCIDENTS:**

- 3/13/09 Cover left off of 32521.
- 3/17/09 5344K left unlocked, one page checklist missing, (again - check your flight bags).

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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:

- Randy Karr and Saul Quezada for donation and setting up of an improved computer for the Paine BEFA facility.
- Harlan Zentner, Frank Nabors, Mark Gaponoff and Charter Construction for continued work on the pilot lounge.
- John Scarce, Fred Quarnstrom and Greg Dunn for positioning plane to Auburn.
- Erik Schutten, Jason Watt (CFI) and Norm Craven (CFI), for helping with the invoicing.
- Tom Forbes for heading up the energy cost reduction program at BEFA.
- Tajon Davis for sweeping out the hangar, filing and emptying the garbage/paper recycling.
- Will Allen (CFI), Andrew Boike and Tim Veryioglou (CFI) for installing GPS databases.
- Matt Smith (CFI), Shad Pipkin, Becky Showalter, Glenn Showalter, Austin Watson, Dan Turlington (CFI), Paul Ust, hangar cleaning
- Joerg Zender for donating flat screen monitors and putting up the flight route posters.
- Harlan Zentner and Scott Bullene for installing the fireproofing rock wool between the hangar and the classroom/lounge area.
- Scott Bullene for picking up and moving lounge furniture, moving couch and taking carpet to the cleaners.
- Shad Pipkin for doing all the dishes that the members who dirty them should have done!
- Mark Ligman for making new laminate aircraft checklists.
- Mark Gapanoff for hauling the old couch to the Goodwill.
- Paul and Chuck Malmsten for their great job on the BEFA web site remodel.

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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 patch the roof of the short enclosed breezeway (stairway) that connects the office building to the hangar building/locker/vending room. A can of Bear Patch spread on the top of the outside breezeway roof should do it.
- Someone to do some tedious data gathering and compilation at the Renton office.
- Someone to drill a 2 1/2" to 3" hole in the concrete in front of the hangar.
- Someone who will sand the one coat of paint off of the wooden fire door in the pilot lounge. It was accidentally painted white.
- Someone to put on the foam insulating sleeves on the pipes in the Renton Office.
- Someone to hang a couple of more of the KBFI landing diagrams up in the locker/vending room. (Thanks Jorge)
- 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**

Under normal flying conditions, a mental error or two won't necessarily bring about an incident or accident. Once a mistake is made, pilots have other lines of defense, including their pilot skills which, presumably, has been tested or reviewed on occasion. However, if piloting skill in performing an emergency technique is rusty or lacking, the deficiency may remain hidden until such time that it needs to be utilized, requiring you to cope with that type of emergency.

If you have had to perform a go-around recently, either as required by events or during a check-ride, consider yourself

lucky. Many pilots, once out on their own, don't revisit this training maneuver very often. In the pattern of routine flying, quick and accurate responses to adversity decay. And pattern practice that is taken advantage of is usually used to perfect the landing; not to pass one up for a practice go-around. Pilots who can fly a good instrument approach or land in a strong crosswind, can become startled and fumble with procedures when the need to execute an emergency go-around crops up on short notice. As an example, on March 5, 1992, a Piper Arrow was being sequenced for arrival into the airport at Bangor, Maine. There was other traffic inbound and the pilot had been advised to expect a delay. While maneuvering a few miles south of the airport, the pilot spotted a 2,000-foot private grass strip. The pilot asked if the strip was available and was advised that it was. He discontinued his arrival into Bangor to land at the small strip instead. As he touched down, he realized that there were ice patches on the runway and elected to go-around. The pilot raised the flaps to the full-up position and applied take-off power. Shortly past the departure end of the runway, the airplane struck a tree and fell to the ground, sliding into a garage and a parked car. One problem with an abrupt change of plans is the time constriction placed upon the pilot. So the need to be proficient in emergency techniques you may need become all the more important. The go-around or balked landing is something can be practiced virtually at will, and has a higher probability of being required on any flight. Some POHs are not always very detailed on go-around procedures to be used. However, two things are a given, and stressed in training. Power must be added first to transition to the climb, and an abrupt retraction of fully deflected flaps (the most common go-around error) may cause the airplane to settle back to the ground, or just stay near the ground until it is too late to clear any obstacles at the end of the runway.

The NTSB does not address the training experienced by the pilot above. Hopefully, during reading of the above accident, you picked up on the error quickly. But whether you did or not, resolve to review the emergency procedures for the airplanes you are checked out for now, and practice it under safe conditions; either solo in the company of a flight instructor, at the next opportunity.

**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
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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.