

# ✈ 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> |
|---------------------|--------------|-----------------|
| Marcus Garretson    | I            | RNT             |
| Bartosz Letachowicz | I            | RNT             |
| Andrew Price        | II           | RNT             |
| Steve Shestag       | Affiliate    | RNT             |

### New Solos!

| <u>Name</u> | <u>Date</u> | <u>Instructor</u> |
|-------------|-------------|-------------------|
| Devin Rider | 4/15        | Demco             |

### Congratulations!

| <u>Name</u>    | <u>Date</u> | <u>Rating</u> | <u>Instructor</u> |
|----------------|-------------|---------------|-------------------|
| Tyler Perrella | 4/4         | Private       | Davis/Demco       |
| Jason Robinett | 4/19        | Private       | Veryioglou        |
| Andrew Boike   | 4/25        | Instrument    | Allen             |

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### 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      | 5/15        | RNT             |

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### From Your President

**Bob Ingersoll**

#### What is Proficiency?

I've talked about 'Currency' and 'Proficiency' in past articles. I'd like to address proficiency and what it takes to achieve that level of flying. Most pilots like to think they do pretty well at the whole flying thing. So what determines what makes someone a proficient pilot? To be truly proficient you have to have a talent and skill level that separates you from the pack. The deciding factor for that is experience. No matter what your field, athletics, music, flying, etc, those that excel achieve countless hours of practice and experience. In some fields this can be 10,000 hours or more of practice. An example would be Bill Gates.

By the time he dropped out of Harvard, he had been programming nonstop for seven years, and had much more experience than 10,000 hours.

So what does this all have to do with flying? You can become a licensed pilot after only 40 hours of training. Add in some time for ground school and self study, and you still end up well under 200 hours. The requirements for advanced ratings are not significantly more stringent. An instrument rating requires only 50 hours of cross country time as PIC, 40 hours of actual or simulated instrument time, and 15 hours of instrument flight training. There is no requirement for actual IMC. To become a commercial pilot you only need 250 hours and an Airline Transport Pilot needs 1,500 hours of experience. The danger is that a pilot who receives a new rating may think that rating shows that he has achieved a new level of experience to relax and not continue to improve his competence. There is a critical difference between flying and other occupations. If that pilot has been learning and practicing over the years, that may not be a problem. For a new or relatively inexperienced pilot, it could be disastrous.

It is easy for a pilot to get into a rut, flying the same airplane over the same routes in the same weather. Some pilots have 2,000 hours flying experience, while others have flown the same hour 2,000 times, which results in very limited experience. I read an accident report of two pilots in a Cessna 182T, who by all flying standards were considered experts, both ATP ratings, (pilot one logged 25,000 hours; pilot two logged 28,000 hours) you can't get much more experience in a cockpit. They were flying with a Garmin G1000 glass cockpit with Terrain Proximity on a clear night and flew straight into the side of a mountain about 1,000 feet below the summit. The pilot in the left seat had 75 hours in the G1000 while the pilot in the right seat had no time with G1000. The presumption is they were so consumed in the cockpit with the advanced avionics that they forgot to fly the aircraft.

The good news for BEFA is that our culture does emphasis achieving an experience level that considers each new rating as a license to learn. This has not gone unnoticed by the aviation insurance community. We have been recognized as kind of unique, not an FBO and not a Flying School. Our past performance has shown that our pilots do represent the kind of culture that mitigates flying risks. I'm pleased to announce that we have just completed negotiations with our insurance broker for our annual renewal and there is a substantial reduction in our premium as well as our liability limit is increasing from \$2M to \$3M. In order to continue this success, we cannot let our guard down and we must pursue our individual plans for improving our proficiency. Congratulations!!

**Fuel surcharge rate for May-09**

| Aircraft      | Base Rate | Surcharge | New Rate |
|---------------|-----------|-----------|----------|
| C150          | \$62.00   | \$6.93    | \$68.93  |
| C172          | \$75.00   | \$9.95    | \$84.95  |
| PA-28-151/161 | \$75.00   | \$9.95    | \$84.95  |
| C172SP        | \$80.00   | \$11.21   | \$91.21  |
| Citabria      | \$85.00   | \$9.95    | \$94.95  |
| PA-28R200     | \$99.00   | \$11.34   | \$110.34 |
| C182Q         | \$102.00  | \$16.38   | \$118.38 |
| C182RG (68T)  | \$110.00  | \$16.63   | \$126.63 |
| C182RG (65C)  | \$125.00  | \$16.63   | \$141.63 |
| C172XP        | \$130.00  | \$9.58    | \$139.58 |
| SR20          | \$133.00  | \$15.12   | \$148.12 |
| CT210         | \$169.00  | \$19.15   | \$188.15 |
| BE76          | \$219.00  | \$23.94   | \$242.94 |
| 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

**CANCELING OUT YOUR FLIGHT**

This should be done all the time, but as the summer season comes on this becomes more critical. Please cancel out the balance of your flight schedules, not to mention entire schedules if you do not fly as soon as you can. There is a maximum amount of “prime-time” minutes allowed to be booked on Schedule Master in a weekly period, and cancelation of your unflown time on that day will release minutes downstream for you. Let’s go the extra yard to make our resources available for your fellow members. Also, we often get calls at the office asking us to cancel flight because you are not at a computer. You can use your phone to cancel your flight quite easily, and do other Schedule Master tasks too. To cancel a flight, just call toll free, 1-800-414-6114 from any phone. When the voice prompts you put in your user number and pin number, push “1”, then push “2”. A synthesized voice will read your schedule and you simply push “Y” for yes, cancel, or “N” for no, don’t cancel. That’s it!

**BEFA MEMBERSHIP BADGES**

Do you know what the most pleasant word is to the human mind? Your name. It’s always nice to hear you name called as opposed to “hey you!”. As BEFA gets larger, it also makes it easier to become familiar on a first name basis with your fellow BEFA members, and to easily identify the helpful CFI’s. Our new BEFA badges will help with this. Please stop in to the Renton Office and see Diana or Mike for your BEFA “photo enhanced” member badge.

**BEFA PILOT LOUNGE**

We are asking for donations for the acquisition of bar-type stools for the new pilot lounge. (No, there is not an alcohol “bar” there). We already have 3 people who have donated to purchase the mid-back swivel stools. We’ll need about 10 - 15 total. BEFA will pay for 5 of them honoring 4 extraordinary past members who have passed on to that runway in the sky, so that only leaves 9 or so chairs left, so claim it quick. Minimum donation is \$130, and this will get a chair that will have your name on a small metal plaque mounted on the back. First come, first serve. (No, this does not give you exclusive rights to use it!). You can of course donate more than the \$130 as one CFI did, (thanks Dan), that would be greatly appreciated. Anything over and above will be used for things like cable or Direct TV for the lounge, or other miscellaneous lounge related items. Please write a check to BEFA and **add a note on the check that it is for the “BEFA legacy chair/lounge”**. Also, **add a note if you want the check returned to you** if the chairs are all claimed. Thanks..

**GRIEVANCES/INCIDENTS:**

- 4/22/09 2008E - copilot door left ajar and cover left off.
- 4/24/09 735LH - Oily rags left in plane.
- 4/30/09 36339 - plane left on ramp centerline, door open, no chocks/tiedown blocking.

**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:

- Yenew Kassaye, Jack Yager (CFI), John Scearce (CFI), Ken Sain and Kip Davis (CFI) for stuffing envelopes.
- Fred Bahr for driving/repositioning pilots.
- Jack Yager (CFI) and Del Fadden for repositioning plane.
- Shad Pipkin, Vijaya Meda and Dayne Olmstead (CFI) for helping with inserting the newsletters.
- Dayne Olmstead (CFI) for moving planes.
- Paul Ust for a flight time audit.
- Will Allen (CFI) for parts run
- Fred Quarnstrom for delivering plane for maintenance
- Doug Jacobs for positioning plane to maintenance.
- Dan Turlington (CFI) for donation to the pilot lounge.
- Bill Stocker for delivering aircraft parts to PAE.

- Mike Rees for filling oil bottles.
- Marcie Howard for painting the side hangar shed and donating a ladder.

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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 fix the running toilet in the Men's room.
- Volunteers to assemble the new lounge barstools.
- Someone to fill in at the front desk Wednesday, May 13th from 10:00 to approx. 4:00pm.
- Donation and installation of a nice stereo system for the new BEFA pilot lounge.
- Someone to drill a 2 1/2" to 3" hole in the concrete in front of the hangar. (See Wes)
- 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.
- 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.
- 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

Following the attainment of a private pilot license, most people start looking for places to go. Especially if one of those places is a long cross country that has been on one's mind for several years. After looking at the charts, new pilots at BEFA notice that this area is somewhat boxed in by geography. For the initial first few months this is no big

problem as there are plenty of places to visit in the area – Friday Harbor, Ocean Shores, down the valley toward Portland. However, after a time, some pilots start to feel the walls closing in. To the north is Canada which, although accessible, presents some new challenges (customs). To the west beyond Ocean Shores lies a massive blue horizon. To the east and south (beyond Eugene) are - mountains. Which brings up the BEFA mountain check ride. If any pilot wishes to venture beyond the natural boundaries to the far south or east, a mountain check ride is required. For the long range travelers, this tends to be the most important check ride in BEFA. However, there may be a slight misunderstanding of this check ride within the BEFA community. The Seattle area presents challenges that BEFA wants addressed with a required check ride – namely the weather as it relates to the Cascades and Siskiyou, as well as the terrain as it relates to safety. The original intent of the mountain check ride was developed to provide the training and experience to get over the mountains with respect to travel from point A (Renton) to point B (over the mountains). It was not specifically designed with the intent of intense operations within these mountains, i.e. low altitude flying in a blind canyon to photograph the mountain goats. While these activities are not prohibited following a mountain check ride, the check should give enough judgment training to encourage the pilot to realize that additional research and experience are necessary to ensure safety during these types of operations. There are several pit-falls an untrained pilot can run into up there and, without the required knowledge, a difficult situation can present itself in a hurry; one which may not have an acceptable solution. BEFA strongly recommends that additional, voluntary training be sought out prior to operation within the mountain environment. One popular publication available is the Mountain Flying Bible by Sparky Imeson. A voluntary check-ride with an instructor who is familiar with such flying also may be cheap insurance.

Everyone has been told that attaining a pilot license is a license to learn. The many challenges of flying within our region's mountains are one of those challenges which invite serious attention.

*"Mountain flying takes place in a demanding, challenging and sometimes hostile environment that has always demanded its own rules and an entirely different set of skills than flatland flying." -anon.*

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### Not Flying Enough?

Austin Watson

Ever think, "I don't fly enough. I need to fly more." The list of reasons you aren't flying enough to stay in tune probably sounds like: Don't have time. Weather always stinks when I want to fly. Too hard to get a plane. Money Money Money. Family needs me. Work demands me.

Recently I logged six landings in thirty-six minutes in a BEFA Cessna 150 at Renton for twenty-five dollars? Do that once a week to stay in tune and you've spent one hundred flying dollars for the month.

In six laps around the pattern you can get in three each short, soft and normal takeoff plus a short approach, a slip, a soft and a short field landing and two power-off accuracy landings.

All the weather you need is sky broken 1500 with crosswind comfortably less than 13 knots. This is not an uncommon day here and like lots of grey days in the NW it's perfect for flying the pattern at Renton. Many of our grey scuddy days are associated with stable air and little or no wind. As an added bonus you'll likely be the only one in the pattern.

Have fun. Stay in tune. Go fly the pattern in a Cessna 150. Six laps for \$25.00.

**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>Treasurer</b>      | <u>Austin Watson</u><br>81-79<br><a href="mailto:austin.watson@ieee.org">austin.watson@ieee.org</a>            | Hm: 425-255-6327<br>Cell: 206-979-4654<br>Pager: 206-979-4654 |
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| <b>Secretary</b>      | <u>Eric Lund</u><br>94-35<br><a href="mailto:eric.lund@earthlink.net">eric.lund@earthlink.net</a>              | Hm: 425-432-3519<br>Wk: 206-892-8370<br>Cell: 206-892-8370    |

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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<br>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.