

✈ BEFA Newsletter ✈

BEFA: Phone (425) 237-2332, M/S 94-35

840 West Perimeter Road, Renton, WA 98057

Welcome New Members!

<u>Name</u>	<u>Class</u>	<u>Location</u>
Julia Bitzes	I	RNT
Carol Bonham	I	RNT
John Drury	III	RNT
Richard Edgerton	III	RNT
Charles Eriksen	II	RNT
Mason Helms	I	RNT
Collin Madden	I	RNT
Peter Niklaus	I	RNT
Susan Ying	Affiliate	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Richard D. Jones	5/8	Lund
Mark Ligman	5/25	Demco/ Hickman

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Eric Lund	5/15	Comm SES	Wolvington
Thomas Hansen	5/27	Private	Demco

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	6/19	RNT

From Your President
By Bob Ingersoll

Some updates on the coming summer flying season: starting approximately July 31 through August 9, 2009, the Renton Airport runway will be closed for resurfacing and re-signing operations. The runway designations will change due to changes in magnetic variation. The runways will be renumbered to runways 16 - 34. One good thing about the closure is that it was booked over the Seafair week and will

coincide with the Blue Angels and other demonstration airspace closures over that week, which typically impact the Renton Airport. Some of our fleet will be distributed to operate out of Auburn Municipal Airport and Boeing Field. The details and procedures of this will be announced in the July newsletter. Floatplane activities should at this time be OK at Renton since this closure is contained to the runways, and the taxiway between BEFA and the dock will remain open, except for possible periodic blockage for equipment staging. This too will be clarified in July.

Our early, hot, summer-like weather has really put the hours on the planes, resulting in a crossing of the paths between increased line maintenance associated with high flight hours, combined with major a project (2365C), which will hopefully be completed by the time you receive this, and a slew of annuals and routine inspections. 2365C will have the new "Alamo" mod which will provide increased horsepower, three bladed prop, fuel injection and dual drive dual mags. We had another prop strike on N36339. At this time we are still attempting to get the plane ferried back to Renton for the engine removal for required teardown. The process is slow with the change over in insurance underwriters. While we saved a fair amount of money in premiums, the claims process is considerably more complex compared to our previous underwriter that we had for about 12 years.

Fuel surcharge rate for Jun-09

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$62.00	\$7.54	\$69.54
C172	\$75.00	\$10.82	\$85.82
PA-28-151/161	\$75.00	\$10.82	\$85.82
C172SP	\$80.00	\$12.19	\$92.19
Citabria	\$85.00	\$10.82	\$95.82
PA-28R200	\$99.00	\$12.33	\$111.33
C182Q	\$102.00	\$17.81	\$119.81
C182RG (68T)	\$110.00	\$18.08	\$128.08
C182RG (65C)	\$125.00	\$18.08	\$143.08
C172XP	\$130.00	\$10.41	\$140.41
SR20	\$133.00	\$16.44	\$149.44
CT210	\$169.00	\$20.82	\$189.82
BE76	\$219.00	\$26.03	\$245.03
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

REMINDER OF NEW CANADA/ UNITED STATES CUSTOMS "eAPIS"

Before planning any international flight, even a short trip to Canada, make sure you are up to speed on the latest procedures on mandatory electronic notification. A requirement to file passenger manifests and flight information online for all international flights went into effect May 18. For the tutorial, please see this link:

http://flash.aopa.org/asf/eAPIS/?WT.mc_id=090515epilot&WT.mc_sect=sap

Also, these are the following BEFA planes with 2009 Customs Stickers: **937PD, 5344K, 735LH, 736NN, 7568T, 2008E, 2365C, 4801D and 9843Y**. If you use a different plane than those listed to go to an international destination, you must pay the customs sticker price yourself.

SUMMER REMINDERS

Reminders to keep the avionics that you don't use off to reduce panel heat, particularly on taxi. Keep the oil within ½ quart of top for cooling. Remember your performance charts for takeoff and landing in this hot weather. And, please remember to pay your BEFA bill prior to going on vacation to avoid late fees!

Another reminder for both Renton and Paine operations - no starting up planes in the tiedown space, pull the airplane out to the centerline with a towbar. Same with putting it in the tiedown space: stop on the ramp centerline and use the towbar to put the airplane back in the tiedown space. If your hand leaves the towbar, the towbar should come off the plane. No cutting through tiedown spaces to get to taxiway, stay on the ramp centerlines. We've lost thousands of your dollars from improper ramp operations. These rules have their reasons.

BEFA LOUNGE UPDATE

The stools arrived as this is being written, and hopefully they will be assembled and ready to go in the next week. Look to the messages in Schedule Master for the opening of the lounge. If anyone has a nice floor lamp that may work up there, please send a jpeg of it to the office. Thanks.

GRIEVANCES/INCIDENTS:

- 5/9/09 9537Q - Avionics power switch and landing light left in the on position.
- 5/11/09 - Hangar door latch not removed before opening, bent latch.
- 97PD - new fuel dip stick missing.
- 5/30/09 4801D - started in tiedown space, no "clear prop" called, taxied through tiedown spaces to taxiway.

- 5/29/09 7568T - Three (3) avionics components were found loose in their trays.

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 Van Dam for moving plane.
- Dane Olmstead (CFI) for exchanging warranty printer.
- Paul Ust, Doug Johnson and Shad Pipkin for stuffing envelopes.
- Eric Grant for dropping off starter to PAE.
- Mike Rees for filling up the oil bottles.
- Howard Wolvington (CFI) for returning the 9BT starter core to RNT.
- Paul Ust for manning the front office desk.
- Paul Ust for moving plane.
- Joe Edwards and Mark Kahler (CFI) for moving planes
- Travis Nelson for weed whacking the BEFA Renton office grounds.
- Shad Pipkin for moving planes and general operations help.
- Eric Lund for fixing the toilet.

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.
- Volunteers to assemble the new lounge barstools.
- Donation and installation of a nice stereo system for the new BEFA pilot lounge.
- Someone to drill a 2 ½" 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 accidently 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!

From Your Safety Officer
Mike Sievers

The captain's last words were "Hey, what's happening here?" as the Eastern L-1011 slipped into the Everglades. There had been no catastrophic engine failure, no severe weather, and no airframe problems. Only the nose gear warning light had distracted the three-man crew during the final four minutes of flight. The problem of distraction is a major cause of accidents in everyday life, not just in aviation. Everyday there are accidents caused by drivers using cell phones, tuning the radio, fumbling with cassettes, eating, etc. We all do it, and we have all come out of it successfully, most of the time. Distraction afflicts ALL pilots, not just beginners, in every phase of aviation.

During pre-flight, have you ever missed the pitot cover, left the fuel tester on the cowl after engine start, or forgot to unchain the airplane? Leaving the pitot cover in place is subtle, as the little flag gently reminds you of its presence, and it can quickly be removed (after shutting down the engine). The absence of oil or fuel due to a missing cap is a more serious matter, one that you may not notice until in the air. In almost all of these cases, the pilot was not paying attention to the main task at hand – readying the airplane for flight. To help avoid distractions in this phase, become an introvert when doing the walk-around. Explain to friends and family that you must excuse yourself from the conversation and concentrate on the pre-flight checklist. Take the time to do a normal, thorough job, and then re-join the group. Also, be especially careful when you are going up with another pilot who wishes to help. It is easy to miss things by assuming that the other pilot checked something. Be the pilot in command prior to takeoff as well as in the air.

The next big opportunity for distractions is while taxiing out for take-off. Runway incursions happen when pilots get their heads down and start doing tasks in the cockpit instead

working to reach the end of the runway. It is tempting to run through the checklist, set flight and any instruments, and brief the passengers. While the engine is running, dollars are being burned, so it is tempting to hurry the process along. A single pilot setting instruments or entering the flight plan into a GPS while taxiing frequently results in neither job being done well.

After take-off, the two big objectives are not to hit the ground or another airplane. It is rare today to find someone who does not fly with a headset and boom mic – it is practically standard equipment since communication is easier since there is no fumbling for the microphone. Distractions occasionally result in gear-up landings. Invariably the pilot claims that something else occupied their mind, even if it was the gear warning horn. With complex airplanes, the workload gets higher due to the added systems, and the potential for distractions increases, especially in a crowded pattern or with passengers who are excited/eager for the landing.

After landing, the urge to get off the runway and start the post landing checklist gets high for the same reason pilots want to get off the ground fast. The sooner the engine is shut down, the sooner the drain on the bank account stops. But rushing through the checklist with passengers talking about how great your landing was (or wasn't) can lead to missed items or varying importance. In a retractable gear airplane, this may lead to movement of the flap handle before stopping the airplane clear of the active (one step saved, right?). This can lead to inadvertent movement of the wrong handle, which can cause the landing gear to go back up into the hole and reduce the distance you will need to step out of the airplane (and usually onto the runway instead of the ramp).

Every pilot, driver, boater, and machine tool operator has had a moment of inattention and gotten away with it – not once, but hundreds of times. Most of the distractions won't get you, but there is no guarantee for all of them.

American Lake Update
Bruce Hinds, Washington Seaplane Pilots'
Association

Editor's note: This article submitted by Austin Watson. A few former BEFA members are also mentioned in this article!

May 16th was the official re-opening of the American Lake boat launch facilities and the new Seaplane dock at the SPB. On very short notice I asked if anyone could attend so we could make our presence known. I wanted to cover our bases concerning our use. By this I mean I wanted to show that we can use the ramp and "claim our spaces at the docks." I don't know that it was necessary. The Mayor in his speech for the ribbon cutting spoke of the importance of the Seaplane Base and its history with the community. John Sibold, Aviation

Director from WSDOT was also on hand and was asked to speak since they dropped \$80,000 into the project on our behalf.

A special thank you to those that participated, our VP, Greg Corrado brought his 180, Austin Watson and Tom Howard brought the BEFA C-172XP, Mathew Lum brought his KitFox with Full Lotus floats on a trailer, and BOD member Al Paxhia brought his Murphy Moose on amphibs. Bob Dempster who is now the Washington Field Director for SPA was also present. All arrived before the ceremony and Al was able to drive up the ramp and park in the parking area where the old hangar used to be. Mathew parked his trailer on the ramp and the 180 and 172 were tied to the dock. Once the speeches were done, the ribbon was cut and the Lakewood Police launched their new boat, followed by two amphibious cars, then Mathew launched the kit fox from the trailer, followed by Al's departure. This has taken 3 years, so I hope it will go down in WA history as a great day for Seaplane Bases.

There is just a little work to still be done. The fendering issue as I've mentioned before... we're still pulling for tires! The ramp appears to be useable for amphibs, Al's tires did well except for the lip at the top of the ramp which was a little bit of a bump. Lakewood parks personnel were on hand to see the "lip" and also how it worked with trailers and said it would be no problem to fill that in and taper the edge. There are also some signs that still need to be installed. I'll keep you posted! - Bruce

FAA NextGen ATC Videos

FAA has put online a number of videos describing "NextGen", the vision of future air traffic management in the US. You can find the NextGen videos here: <http://www.faa.gov/about/initiatives/nextgen/nextgenvideos/>

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

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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).

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