

# ✈ 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>
M. Khalid Ramzan	II	RNT
Sam Ross	I	RNT
Aaron Schoolcraft	I	RNT
Kyle Washabaugh	I	RNT

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Ingrid Abendroth	6/1	Comm MEL	Kirby
Jack Paauw	6/3	Private	Hickman
Bartoscz Letachowicz	6/11	Private	Demco/ Olmstead/ Davis
Cody Lichtenberg	6/12	Comm MEL	Wolvington
Kevin Lemme	6/27	Private	Hickman

## 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	7/17	RNT

## From Your President By Bob Ingersoll

I want to share with you the results of our last BEFA Board meeting of June 19, 2009.

First, the reality of Renton runway resurface is happening July 31-August 10. The airport will be closed and we will reposition several aircraft to other airports and conduct maintenance on others. Check Schedule Master for the location and availability of tail numbers during this period.

N736NN is at ACE for its annual inspection. The initial review has revealed significant maintenance issues to keep the aircraft airworthy. This is attributed to damage incurred through operational issues accelerated by aircraft design. The conclusion of this is that the Board agrees with ACE that the aircraft should be replaced as soon as possible. The plan is to return N736NN to service with limitations until a

replacement aircraft can be acquired. Karen Stemwell has the action to define the limitations and develop a plan for aircraft replacement. All you seaplane pilots should get involved in this important issue.

Speaking of seaplanes, congratulations to Austin Watson for the Lake Isabel cleanup efforts! This was highlighted on King 5 News and Austin was definitely having too much fun working multiple seaplanes in conjunction with hikers to remove trash from the lake. Great Job!!

36339 is at ACE for repairs after a prop strike as previously reported. The engine will be torn down and a new prop has been purchased. Unfortunately, the aircraft will be out of service for sometime. This is becoming an annual event. Any ideas on how to mitigate this problem would be appreciated?

The FAA conducted a site inspection last month. The good news is the inspection went very well over all. We have been given a “do better” on writing up maintenance discrepancies. We have been told to not fly any aircraft with open discrepancies. Therefore, our process for “squawks” is being reviewed by a group lead by Matt Smith to create a viable process to document and correct these procedures. Much more to follow.

Finally, the Board reviewed an evaluation presented by Austin Watson that looked at aircraft utilization and fleet planning. After a lengthy discussion the Board determined that utilization is unbalanced with certain aircraft models. For example, we have C-150’s that have flown less than 10 hours this year. The Board has asked Austin to initiate a fleet plan that will entail listing underutilized aircraft for sale and determining replacement needs and position of aircraft at PAE/RNT to get the most utilization from our fleet. Austin will also work with Karen on the seaplane replacement.

These are significant issues to BEFA and I am open to any inputs to help the Board make sound decisions for our future.

**Fuel surcharge rate for Jul-09**

Aircraft	Base Rate	Surcharge	New Rate
C150	\$62.00	\$11.55	\$73.55
C172	\$75.00	\$16.59	\$91.59
PA-28-151/161	\$75.00	\$16.59	\$91.59
C172SP	\$80.00	\$18.69	\$98.69
Citabria	\$85.00	\$16.59	\$101.59
PA-28R200	<b>\$109.00</b>	\$18.90	\$127.90
C182Q	\$102.00	\$27.30	\$129.30
C182RG (68T)	\$110.00	\$27.72	\$137.72
C182RG (65C)	\$125.00	\$27.72	\$152.72
C172XP	\$130.00	\$15.96	\$145.96
SR20	\$133.00	\$25.20	\$158.20
CT210	\$169.00	\$31.92	\$200.92
BE76	\$219.00	\$39.90	\$258.90
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

**BEFA PILOT LOUNGE TO OPEN JULY 25TH**

The BEFA pilot lounge will open Saturday, July 25th at 1100. We'll be grilling some hotdogs and hamburgers, so stop on by. We're sure we are leaving a couple of key volunteer members out, as this project had so many folks donating their time and talent over a long stretch of time (5, maybe 6 years?). Our apologies if we did, and please let us know and we'll add your name to the list below. Many thanks to the following (our feeble memories recall), who spent extraordinary efforts on this project: Harlan Zentner, Peter Saladino/Charter Construction, Frank Nabors, Liz Sanderson, H. Frank Bond, Bob Young, Lannie Zentner, Tom Forbes, Conrad Kimball, Mark Gaponoff, Jim Gannett, Rob Wilson, Chuck Malmston, Norm Craven, Doug Kirby, Mike Sievers, Frank Marshall, Jim Goodnow, Charles Manry and Jon Brown.

The general gist of this space is for informal social gathering, which is the priority, not a room for flight planning or training, though the great view of the runway will undoubtedly provide some great visual lessons on landings.

**PILOT LOUNGE CHAIR DONATIONS**

Thanks to the following who donated money for the chairs in the lounge:

The Society of Experimental Test Pilots  
Tom Twiggs

Dan Turlington  
Norm Craven  
Liz Sanderson  
Wes McKechnie  
David Jones

In Memoriam:

James Derdick  
James Gannett  
Cliff "Tip" Smith  
Ken Chryst

**MISSING POHs AND REQUIRED ON BOARD DOCUMENTATION**

We ask that pilots please do not take the required documents, particularly the POHs out of the planes, (these are never to leave the plane), or required GPS and Autopilot type reference guides and/or manuals that are required to be on board for legal flight. We had an instance a few weeks ago where 5344K was grounded because of the missing serial number specific factory POH. A Schedule Master message appeal was made for the return of this, after which the missing manual then showed back up in the plane – this was discovered when we went to install the required (\$300!) new POH we bought to replace the missing one. Small acts have big impacts in this business. Fess up and let us know when stuff like this happens.

**AVIONICS REVIEW**

Here's a review of very common reoccurring problems that are pilot induced avionics "glitches". Please read and save this. Avionics seem to be a constant source of problems in the industry. When I started flying what was back then a fairly new jet with all the latest and greatest stuff, I was disappointed that at even that level, avionics glitches still occurred with some frequency, but this is the reality. I never could reconcile how my old beat up radio and tape deck (ya, tape deck, I'm getting there), in my car can function so reliably for so many years, but new incredibly expensive avionics can and do fail more frequently than one would expect. With that said, a fair proportion of the squawks we get on avionics are in fact actually pilot induced, or at least pilot fixable and can be corrected with a little initial or refresher education. Hopefully your CFI is checking this issue on your recurrent checkrides! Much pilot grief is experienced and BEFA maintenance money is wasted on what's thought to be avionics malfunctions but in fact are improper set up, unfamiliarity of equipment, forgetting due to infrequent use of the device or non-diagnosing of faults by the pilot. Please make sure that you are initially trained on this during primary instruction or receive recurrent training on avionics, (or ask if you don't), during your 6 month check rides.

**COMMON PILOT INDUCED AVIONICS FAULTS**

1. **CONTROLLER REPORTS "CARRIER ONLY, NO VOICE"**. This can be the headphone transmit plug being pulled out ever so slightly from its receptacle, or many times the hand mic plug being pulled out just slightly from its receptacle. Simply press it back in firmly or pull out and replug. Trying the other receptacle/PTT switch may isolate the problem too.

2. **LOUD, ANNOYING CONSTANT BACKGROUND "HISSING/STATIC" REPORTED, CONTROLLER BARELY AUDIBLE, RADIO FAILING.** On C-150's this is usually the Com squelch knob left in the "OUT" position and turned up, or more commonly the VOR Nav squelch - ID knob is left in the "OUT" position and turned up. On C-172's/182's etc. with KN 24 type comm select panel, it's similar to the C-150 description above, but add the VOR 1 or 2 Nav select button is also depressed "IN", which is the "ON" position for VOR ID/SQUELCH. Also, check the INTERCOM SQUELCH setting.

3. **ON C-150's, COMPLAINTS OF "RADIO WON'T RECEIVE or DOES NOT WORK" or "RECEIVES ONLY OVER AIRCRAFT SPEAKER"**. This one happened to me once. What typically happens here is the three position toggle switch on upper part of panel is left on or gets bumped into the middle "off" position, or "speaker" position. We once had a switch that would flip to the middle position at the slightest provocation, (like a moderately firm landing). Check for switch integrity if you ever notice that toggle switch in the middle "off" position and notify maintenance for replacement if the switch seems to have weak detents, set nut is missing or the plastic is loose around it. Also, remember the most common reported cause of radio reception is....., - the volume was simply turned down!!

4. **ADF NEEDLE "STUCK", YET ID WORKS.** Even the best pilots have got caught on this one occasionally! On King KR 87 type ADFs, check the white ADF button, if it's placed in the "OUT" position, note the display will say "ANTENNA" and the needle will lock 90 degrees to the right and appear to be broken. It should be depressed "in" and the display will read "ADF" and function properly. Other ADFs have similar functions with different switch types. Often what happens is the student will reach over to change the ADF frequency and a finger will bump the switch into the "Antenna" position causing the ADF needle to default to a 90 degree relative bearing.

5. **NO RECEPTION ON COMM OR NAV.** After checking the volume (the most common cause of radio "malfunction"!) headset leads etc., we may discover we have sort of the same problem as in # 4. On the KLN-24 type Nav/Com select panels there's a poor design where when you go to switch the "flip-flop" Com select knob between Com 1 & 2, your finger can easily (particularly in turbulence), brush against the white "AUTO" select button on the lower far right "HEADPHONE" select bar. This causes that button to come to the "OUT" position, shutting off the incoming audio feed too your headset unbeknownst to you. Check and make sure the button is "IN".

6. **PUSH TO TALK (PTT) DOES NOT SEEM TO WORK OR IS SCRATCHY.** Try pushing it lightly and/or at a different angle until it can be replaced. PTTs tend to get mashed down pretty hard by nervous pilots. Over time, this causes them to fail or make intermittent connections, usually when pressed hard.

7. **IF "TRANSMIT" WON'T WORK, remember the HANDMIKE!** We've seen "no radio" procedures implemented to get into the airport when the handheld worked just fine, but was forgotten!

8. **PASSENGER INTERCOMS WON'T TRANSMIT (OR PILOT CAN'T HEAR PASSENGERS).** The intercom toggle is set to pilot isolation, preventing the pilot from hearing the passenger conversation. This is a feature a pilot may choose to use when they need to reduce distractions, and forget to set back to the normal position after the flight.

9. **THE # 1 VOR AND/OR GLIDESLOPE DOES NOT WORK.** This happens on our GPS equipped aircraft. The GPS/Nav push button needs to be set to "Nav" for the VOR to work the VOR Nav unit. This one constantly comes up. Pilots unfamiliar with GPS (and even a few that know a little about it) miss this way too often.

**Please keep a copy of this information in your flight bag for future reference.**

Thanks for your help.

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**GRIEVANCES/INCIDENTS:**

- 6/4/09 Aircraft fuel strainer left on plane and fell off on RNT taxiway.
  - 6/10/09 (Discovered) 5344K Aircraft Specific Pilot Operating Handbook removed from plane, aircraft grounded until new one purchased (\$300) and installed in plane per FARs.
  - 7568T spinner had large dent in it, which would have been evident at the time this was done. Why (whoever did this), didn't you report it?
  - 6/25/09 54088 Door left open and banging in the wind after flight.
  - 6/26/09 (Discovered), Simulator PCATD, 1 hour of time missing with no record of it.
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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:

- Terry Thomas for repositioning planes
- Conrad Kimball and Shad Pipkin for assembling the chairs for the Pilot Lounge.
- Doug Morfeld, many thanks for completing the miserable job of insulating the pipes under the office.
- Shad Pipkin for positioning planes and general office tasks.
- Fred Quarnstrom and Shad Pipkin for helping collate the invoices.
- Andy Price for washing 97PD.
- Tim Veryioglou for repositioning planes.
- Liz Sanderson for taking Citabria prop to Auburn Airport.
- Victor Wienes for carpentry work on the BEFA pilot lounge.
- Dane Olmstead for positioning planes, replacing lights and general office tasks.
- Joe Edwards for making new BEFA step ladders, very nice!
- Frank Nabors for electrical work.
- Fred Quarnstrom for washing planes.
- Frank Marshall for moving planes
- Bob Ingersoll for picking up shelving for storage room.
- Khalid Ramzan for replacing lights.
- Shad Pipkin for GPS updates.

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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:

- **Lights have been installed in the upstairs store room next to the Pilot Lounge last weekend. We need**
  1. **Some people to put up shelves in there, and**
  2. **then start moving the stuff into the store room that's in the entry to the classroom. Call Wes re. this, he'll help to sort.**
- **Someone to inventory our old components.**

- **Someone to finish packing rockwool in the girders in the hangar.**
- Someone to cover the end caps of the hangar roof flashing with screen to keep the Starlings out.
- Someone to paint signage on our handicap parking stall.
- Someone to wash the outside of the Pilot Lounge windows.
- Someone to survey the white wooden ramp step ladders and help repair any that have problems.
- 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.
- CFI's to finish up the online quiz answer sheet for the R-182, and the bi-annual quiz.
- 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.
- 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 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.
- Paint the white ramp centerlines.

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

#### Mike Sievers

Blackout dates are an annoyance to commercial airline travelers. Now a new and different kind of blackout could become a problem for general aviation pilots. This will take the form of the military's Lights Out training program happening in selected military operating areas (MOA), allowing high speed military aircraft to fly at night without lights. The military has been granted an exemption from FAR 91.209 (a)(1), which states that all aircraft must have position lights on from sunset to sunrise. This allows the military to operate incognito at night in some MOAs. Lights-

out training has been conducted for years in restricted and warning areas, but GA pilots rarely, if ever, flew in that airspace. Now, with this exemption, they have our attention. Granted, lights-out exercises are not just for fun. Lights-out training is necessary to allow pilots to work with night vision goggles (NVG). This piece of equipment not only help pilot avoid detection, but they also help make night emergencies much more manageable because of the enhanced situational awareness. NVGs work by taking the very small amount of available light at night and amplifying it so pilots can literally see in the dark. If there is too much light available (including their own aircraft lighting) the view through the NVGs washes out, which can be very disorienting to the pilots. Fortunately for us, the military does not have the luxury of commencing lights-out training whenever the notion arises. They are required to inform GA pilots in advance via the NOTAM system. Once the maneuvers have started, you can expect to find multiple military aircraft practicing tactical maneuvers at high speeds. What happens when we GA pilots stroll through this mix of aeronautical metal? Whenever non-participating (i.e.: civilian) VFR traffic enters a MOA during lights-out training, regardless of whether the traffic is on a flight plan or receiving traffic advisories, the military will suspend, or terminate the exercise. Sometimes they can set a floor of 1,000 feet above the traffic and continue the exercise, or they simply hold off until we pass through at 100 knots, possibly sending some aircraft home early due to diminished fuel reserves. Other times they call it a night.

There is a delicate balance between access versus courtesy. MOAs are not restricted, but how many times has a GA pilot unknowingly suspended or terminated a costly training exercise. If an MOA is cold, there is no problem with going through. However, if it is hot for your next night flight, it may be a good idea for all concerned to go around the MOA if possible. Basic safety is another consideration. It is not wise to assert our FAA-given right to be in an MOA whenever to notion arises and then end up in a midair collision. The ultimate goal is to avoid close encounters of the life-threatening kind. It all boils down to the fact that the military jets have ejection seats and, unless BEFA has one heck of an STC (which we don't) then it is safe to assume that we don't have that luxury. For operations in a MOA, the AOPA Air Safety Foundation recommends that pilots turn to the AIM for current guidelines. Consider the following tow steps to avoid unpleasantness:

1. During preflight, contact any FSS with 100 miles of the area to obtain accurate information about the MOAs' hours of operations.
2. Before you enter an active MOA contact the controlling agency for traffic advisories.

Take care to learn about this new challenge. Even though blackout dates may or may not appear in the local MOAs,

such details could affect a future cross country.

### Thun Field Threatened by Development

AOPA is actively involved in Pierce County hearings on a proposed housing development which lies in the airport traffic area of Thun Field. It's a reminder of the need to protect the airports that we fly into. Here is a link to their detailed article:  
[http://www.aopa.org/whatsnew/region/2009/090622fl.html?WT.mc\\_id=090626epilot&WT.mc\\_sect=ast](http://www.aopa.org/whatsnew/region/2009/090622fl.html?WT.mc_id=090626epilot&WT.mc_sect=ast)

### Update on Oak Harbor Airport

Looking for an interesting destination to fly into? Oak Harbor Airport has been in the news lately – it has a new owner, low fuel prices and an optimistic future! Check out this interesting on-line article in the Whidbey News Times:  
<http://www.pnwlocalnews.com/whidbey/wnt/news/48928512.html>

#### 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:** Chuck Malmsten  
[chuck.malmsten@boeing.com](mailto:chuck.malmsten@boeing.com)

#### Classified Ads

**FREE:** *Oak (mostly plywood with oak veneer, some oak parts) entertainment center in excellent condition with glass doors. Space for 27 inch TV and stereo components. Two drawers. Has hidden wheels underneath, and can be rolled. You must pick up (we have no truck). Pictures available. Contact: Jim or Marissa Singleton 425-235-0330; onetonj@gmail.com*

**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  
 \$80,000.  
 Contact Brad Schrott: [phlying4fun@aol.com](mailto:phlying4fun@aol.com) 206-992-4901*

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