

✈ 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>
Alden Black	III	RNT
Jason Dardis	I	RNT
Anish Desai	I	RNT
Rahul Indurkar	I	RNT
Jonathan Meade	I	RNT
Matt Salus	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Aaron Schoolcraft	7/20	Demco

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Kurt Evenstad	7/15	Instrument	McKelvey
Lisa Stuber	7/28	Private	Sievers
Mike Borkan	7/29	Private	Veryioglou
Dave Wills	7/29	Instrument	Veryioglou

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	8/21	RNT

From Your President

By Bob Ingersoll

Density Altitude!! Density Altitude!!! I flew the Cirrus Wednesday July 29, returning to RNT at 1:00 pm. The MFD show 102 F and Density Altitude of 3000 feet. Incredible?! Please check your aircraft takeoff and landing performance when going to an airport with short runways during these hot summer days.

The BEFA Board met July 24 and thanks to Wes and a host of volunteers we're in the process of working through the RNT runway resurface project. A number of our planes have been repositioned to Auburn and BFI.

The Board continued last month's topic of Fleet Planning and Utilization. Austin Watson presented additional utilization data which clearly shows that we are not utilizing our aircraft effectively between PAE and RNT. It was unanimously approved by the Board to sell the two C150's at PAE ASAP. We will schedule a meeting at PAE to discuss this situation with the PAE BEFA pilots. Also, the two C172's at PAE are flown about half as many hours as the C172's at RNT. We will be discussing this at our meeting at PAE, which will be announced in the near term.

It has been the Board's goal to get the Citabria back into service as soon as possible after the prop strike and resultant engine tear down. However, there are engine issues that have developed from this tear down that mean our schedule right now is indefinite.

Our seaplane, N736NN, will remain at BEFA during the runway resurface. It has returned to service with interim restrictions. All BEFA seaplane pilots should have received these via e-mail from Karen Stemwell. They are also posted in the Tach Book. Karen will be holding the first of several meetings to discuss these restrictions and also discuss where BEFA goes from here, in terms of replacing this aircraft. If you are a seaplane pilot you should attend so your voice can be heard on future seaplane operations and aircraft selection at BEFA.

Finally, it was brought to the Board's attention that the owner of the light twin, Duchess, has reduced his asking price for this aircraft. BEFA needs to ensure that we have a light twin replacement plan for this requirement. Frank Marshall has agreed to lead us in this effort.

"Without ammunition, the USAF would be just another very expensive flying club".

Fuel surcharge rate for Aug-09

Aircraft	Base Rate	Surcharge	New Rate
C150	\$62.00	\$11.77	\$73.77
C172	\$75.00	\$16.91	\$91.91
PA-28-151/161	\$75.00	\$16.91	\$91.91
C172SP	\$80.00	\$19.05	\$99.05
Citabria	\$85.00	\$16.91	\$101.91
PA-28R200	\$109.00	\$19.26	\$128.26
C182Q	\$102.00	\$27.82	\$129.82
C182RG (68T)	\$110.00	\$28.25	\$138.25
C182RG (65C)	\$125.00	\$28.25	\$153.25
C172XP	\$130.00	\$16.26	\$146.26
SR20	\$133.00	\$25.68	\$158.68
CT210	\$169.00	\$32.53	\$201.53
BE76	\$219.00	\$40.66	\$259.66
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

PILOT LOUNGE CHAIR DONATIONS

We inadvertently left Patrick Fly from our thank you list of donor’s for the chairs. Mea Culpa, and thanks Patrick!

Speaking of the BEFA Pilot Lounge: It is up and running though there are a couple of odds and ends to complete and a picture or two to add to the walls. Thanks to Austin Watson and The Singletons for the sound system. Be sure to check it out the next time you come in. We will look to have a fund raising drive and/or raffle to raise money for a flat screen in the room. If anyone has any ideas, let us know. The vast majority of the lounge project was courtesy of personal financial donations from fellow members and a large amount of sweat equity labor, too. Come and enjoy it!

RENTON RUNWAY CLOSURE AND BEFA PLANE TEMPORARY RELOCATION

Thanks to the many people assisting in relocating the planes to Galvin’s at Boeing Field and Auburn Flight Service, and driving the pilots back to Renton. Renton is at the time of this writing totally closed and should reopen Monday 8/10/09 at 0001. The 10th of August is the start of the second phase which will be the “grooving” of the new pavement. The runway is projected to be closed between 4:00 pm and 11:00 pm weekdays, weekend closure period is undetermined at this time. The third phase is the runway painting, probably August 27th, where we’ll have new runway numbers, 34 and 16 established. The Airport Management recommends

checking NOTAMS as they will update the schedule through that, and also the RNT web site at: <http://rentonwa.gov/living/default.aspx?id=212>

The aircraft are dispersed through at least the 9th of August as follows:

AIRCRAFT AT AUBURN FLIGHT SERVICE: 704GC, 435SP, 54088, 2365C, 8325H, 735LH, 662AJ.

AIRCRAFT AT BOEING, GALVINS: 704RY, 9537Q, 5344K, 32521, 7568T, 9843Y, 2008E (2008E at Clay Lacy).

SEE: BEFA.org announcements on the Home Page for the link to full information, or check Schedule Master announcements.

Prior to Phase 2 & 3, we will determine aircraft re-allocation dependant on clarification of the continuing airport schedule of partial closures after the 10th. We may bring some of the fleet back to RNT and leave or reallocate the fleet that is temporarily at Auburn and Boeing depending on usage. Yes, this is an inconvenience, but the planes are there to fly also!

Thanks for your help.

GRIEVANCES/INCIDENTS:

- 7/2/09 5344K Large scratch on windscreen.
- 7/25/09 Someone broke off and splintered the corner trim in the office and just left it dangling.
- 7/30/09 7568T Avionics switch left on.

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:

- Shad Pipkin for filling in for Diana on Friday.
- Tom Howard (CFI) and Marcie for painting the outside of the office.
- Yenew Kassaye and Jack Yager (CFI) for filling oil cabinet.
- Shad Pipkin for moving planes, many times!
- Glenn Showalter for cleaning the Pilot Lounge.
- James Goodnow for moving planes.
- Shad Pipkin and John Scarce for fixing the name plates on the chairs.
- Karen Stemwell (CFI) for filling in for Diana.
- Dan Turlington (CFI) for moving planes.
- Jim Goodnow for driving pilots

- Dayne Olmstead (CFI) for repairing molding.
- Andrew Boike and Tyler Wilson for loading aircraft data bases.
- Jim Goodnow and Dayne Olmstead for helping with the BEFA aircraft relocation.

It's been a very busy month and we've really been hopping. (905 hours!! I believe this is a new record, and remember this is tach hours; hobbs probably equates to 1,040 hours!) And, unfortunately we are very sorry we did not get all the names of the great members who helped BEFA out this last month - we could not have done it without you. I can't stress enough both the need and appreciation of our member help to keep things rolling along, and to Ace Aviation at RNT and Regal Air at PAE in keeping the fleet going, especially in the withering heat of July. The ramp surface temperature in front of Ace's hanger was at one point 146 degrees! And a big thanks to Diana, Darlene and Mike for their efforts and ideas that helped keep things smooth while our flight hours and member interaction skyrocketed.

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.
- 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 accidently 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!

From Your Safety Officer Mike Sievers

We all learned a little about hypoxia during flight training, but only a few of us have actually determined how, or at what altitude, hypoxia begins to affect our flying. No one disputes that oxygen usage and hypoxia are important for high-altitude pilots, but those of us who rarely ascend above 8,000 feet may not give hypoxia the consideration it deserves. There are tremendous differences between pilots when it comes to how efficiently their bodies use oxygen. The variable between a pilot who can remain unaffected after two or three hours at 8,000 feet and one who gets sloppy and sleepy is dependent upon each body's efficiency in extracting oxygen from the atmosphere. Some pilots are affected by hypoxia much lower than the FAA's mandated usage altitudes. Oxygen-use requirements are spelled out in FAR 91.211. Crewmembers must use supplemental oxygen when the cabin pressure altitude is above 12,500 feet for longer than 30 minutes, and must use it continuously when flying above 14,000 feet pressure altitude. After a period of time at these altitudes, many pilots tend to dismiss the need for supplemental oxygen or corrective action. One reason for this is that pilots who are hypoxic can feel good - something akin to sitting at home in front of a warm fire. This is the catch-22 of hypoxia - our brains use approximately 30 percent of the oxygen circulated by our red blood cells and any deprivation, however slight, insidiously chips away at our brain's ability to function completely. The less competent we get, the better we feel.

At sea level, the weight of the column of air piled up above us is approximately 15 pounds per square inch. At 18,000 feet the weight of the same air is approximately 7.5 pounds per square inch. The pressure of the air we breathe lessens as we gain altitude. The amount of oxygen in the air at higher altitudes is still 21 percent, but the pressure differential that pushes the oxygen molecules through the lungs and across the blood cell walls decrease as we gain altitude. This is the misunderstanding most pilots have. Higher altitudes have the same amount of oxygen as lower altitude. The problem is the lesser pressure available to push that oxygen into the blood stream. We compensate for the decreased pressure by taking in more oxygen (taking deeper breaths, pressurizing the airplane cabin, or increasing the percentage of oxygen in the air we breathe by using supplemental oxygen). While the decrease in blood oxygen saturation is predictable, the effects on each pilot are not. Some of us, because of a number of factors, don't do as well as the charts say we should and become hypoxic at lower-than-predicted altitudes. Being aware of your personal levels is important, even if you spend much of your time in the 5,000 – 8,000 foot levels. The effects are cumulative and on long cross-country flight, knowing your personal level becomes even more important. This is especially critical at night. Vision is the first system to show the effects of lowered oxygen saturation; at 10,000 feet night vision is degraded by 15 to 25 percent. And the FAA has noted that night vision is adversely affected at altitudes as low as 5,000 feet.

Since the affects of hypoxia give a feeling of euphoria, the best time to combat this problem is before it takes hold – specifically before the flight begins. Consider the flight and your personal levels during the flight-planning phase. One incident the FAA reported described a pilot who had three full tanks of fuel yet failed to switch from the tank he ran dry when at a higher altitude. The judgment required for flying requires that the brain be fully aware and functioning in order to avoid becoming a passenger instead of the pilot.

Ground Schools Slated to Start

Frank Marshall

Registration is now open for both of BEFA's fall ground schools, one for the Private Pilot's license and one for the Instrument Rating. The Private Pilot course begins September 29 and will be taught by Wes McKechnie, and the Instrument Rating course begins September 21 and will be taught by Frank Marshall.

The courses are now part of the Renton Technical College (RTC) curriculum, but are still taught in the BEFA Renton classroom. This provides students who are Boeing employees an opportunity to apply for tuition reimbursement as part of the Learning Together program. The tuition is

\$425 for each course.

Descriptions of both courses are available on page 39 of the RTC Fall 2009 Class Schedule, which may be accessed online at the RTC web site (www.rtc.edu). Simply click on the "Fall 2009 Class Schedule" link, and then on the same link once more on the bottom of the page that appears.

Both courses are roughly 10-week courses. The Private Pilot course will meet on Tuesday and Thursday evenings, and the Instrument Rating course will meet on Monday and Wednesday evenings.

You may register now for either the Private Pilot course (AVIA 101 R200) or the Instrument Rating course (AVIA 102 R201) by calling the RTC registration office at 425-235-2352, ext. 5525.

Class sizes are limited to 17 students each, and the courses will be open to the public. Thus, early registration is recommended. If you have questions about either course, please contact the respective instructor (Wes or Frank).

Van's Aircraft Trip, Aurora Airport, Oregon, July 1, 2009

By Erik Schutten

My friend, John Holman, and I have been talking about doing a cross country like this every time we'd visit EAA Northwest in Arlington, WA. With the wives' blessing, we headed out Wednesday morning with blue skies above, a pre-flight done for N54088, and a filed flight plan like well-trained, smart pilots. Our route took us over the western foothills of Mt. Rainier and the DME read a ground speed 10 kts over the 105 kts indicated-not bad. After crossing PDX (Portland Intl.), we landed onto Aurora State's 5,000 ft paved runway and taxied to the Jet Center at the southeast corner of the field. That's where we met Jon Bickford, a member of the staff who assisted us with the self-service fueling since we weren't familiar with the "pay debit reader-turn on pump switch-squeeze nozzle" timing procedure. I usually didn't have this much trouble at Friday Harbor's self-serve station. It was worth the trouble since you save about 15 cents/gallon from the full-serve. The other staff at the Jet Center, Kathy Layton and Joel Owens, were most helpful with directions to Van's on the field and offered some complimentary snacks that John and I appreciated since we didn't make plans for lunch.

We walked a short distance to Van's factory and met with Ken Scott, one of the long-time employees, pilots, tour guides, and all-around nice guy. He led us on a wonderfully detailed tour of each station/work cell that fabricates the standard RV plane parts and quick-build assemblies. I've seen no better quality workmanship from our own Boeing mechanics in the welded, screwed, and mostly riveted

assemblies that they do at Van's. Ken mentioned that the visitors they get the most helpful fabrication hints/suggestions from are the aerospace mechanics or engineers. John and I chuckled about this since I wouldn't assume I have a corner on the optimum process for airplane manufacturing from working at Boeing for 27 years. But, I could probably give Ken some tips on drawing release and revision shortcuts through Boeing's labyrinthine change board process if he ever came to work in our engineering offices. Van's doesn't come even close to a tenth of the paperwork Boeing does to put out flying machines. That's an advantage experimental kits have over production aircraft by comparison.

Ken led us into the hangar for a gander at some of the finished product. John and I looked at their RV-10, the four place plane. What a nice bird! A Cadillac, actually, compared to most kit planes I've seen and a lot of production ones, too. Then, we were invited to sit in their newest, the RV-12, their Light Sport Airplane. You always have a preferred way to climb into a cockpit as any airplane but we didn't have to be contortionists to accomplish this. Once in, we were impressed with the visibility and roominess. That's quite a feat since John and I aren't a diminutive pair.

Ken asked which plane we would like to take in our demo flight. What a candy store to pick from for aviators. The RV-12 was down for maintenance, so, John selected a ride in the RV-7A and I asked for a ride in the RV-10 (the latter requiring a \$50 demo fee). I took some pictures of the hangar and of their takeoff. When it was my turn, Ken apologized for the lower HP engine in the RV-10 but I noted it had much better performance than any of the planes I've flown (mostly 150's & 172's). The stalls were gentle, controls nimble, and steep banks were nausea inducing from the G-loading for me (but then again, this happens in similar conditions for me in most cases), finishing with a smooth landing back at Aurora.

We thanked our tour guide and host for this wonderful opportunity and, on our walk back, discussed how we might convince the wives what a fun project this could be for us. John favors the tandem cockpit and I liked the four-place, but we both thought the RV-12 would fit the bill just fine if we got the green light. We thanked the gracious staff at the Jet Center and headed north, back to Renton, for a little longer trip back. At one point, around Kelso, the groundspeed read 54 kts. What? The I-5 traffic's beating us? This was easily solved when we found an altitude with a slight tail wind giving us a much more acceptable (110 kts) ground speed. The rest of the trip was uneventful and pleasant. Thanks again to Dianna Cassity for making my cross-country planning a breeze.

-Erik Schutten

If you want to plan a tour/demo flight, you may reach Cynthia at cynthias@vansaircraft.com.

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: Chuck Malmsten
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 206-992-4901

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		2) Ops Officer, or 3) Any Board Member
<u>Everett</u>		
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