

✈ 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>
"JR" Rudolph Cacka	III	RNT
Grant Erickson	Affiliate	RNT
Scott McCoy	I	RNT

From Your President

By Bob Ingersoll

First, I want to thank Wes and all the volunteers who helped make the RNT runway resurface a success in terms of minimal impact to BEFA.

Second, don't forget September 19, which will be the drawing date for a lucky BEFA member who will win an hour of Free C172 flying time, in an aircraft of your choosing. To promote purchasing a new TV for the pilots lounge, an anonymous donor is matching funds up to \$500 of the tickets purchased for this event. So get your \$2 tickets and support a new TV and win an hour of flying time.

There was no BEFA Board meeting this month but there was an Executive Committee Meeting to address BEFA fleet planning and priorities. Since our last meeting the owner of N9537Q has indicated his desire to sell the aircraft now that the year's lease is finished. This is an excellent aircraft that BEFA has first right of refusal to purchase.

We are continuing to work with the Seaplane committee, to determine an appropriate and feasible replacement to 6NN.

As reported last month we are continuing to pursue a leaseback buyer for the Duchess.

With all these requirements, our first priority is to maintain BEFA's financial health and at the same time determine how much debt is prudent? This is an on going process and I will keep you informed as we go.

I want to close on a high note and let you know the Citabria is back on line. There are flight restrictions during the engine break-in period. Please check Schedule Master.

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Andrew Hanes	8/1	Lancaster
Sam Ross	8/14	Godard
Rahul Indurkar	8/19	Yager
Mason Helms	8/20	Allen
Anish Desai	8/21	Yager
Mathew Salus	8/24	Lancaster

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
John Higgins	7/23	Instrument	Behrend
Mark Ligman	7/09	Private	Demco
Devin Rider	7/09	Private	Demco
Jim Goodnow	8/3	Comm SEL	Kirby
Adam Tomlinson	8/13	CFI	Hickman
Hideyuki Kamiya	8/17	Instrument	Davis/ Veryioglou
Richard D. Jones	8/26	Private	Lund

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>	11 am	9/19	RNT
• <u>Board Meeting</u>	5:00pm	9/18	RNT
• <u>Floatplane Pilots' Meeting</u>	6:00pm	9/10	RNT
• <u>Instrument Ground School</u>		9/21	RNT
• <u>New and Prospective Member Orientation</u>	10 am	9/19	RNT
• <u>Private Pilot Ground School</u>		9/29	RNT

Fuel surcharge rate for Sept '09

Aircraft	Base Rate	Surcharge	New Rate
C150	\$62.00	\$11.28	\$73.28
C172	\$75.00	\$16.20	\$91.20
PA-28-151/161	\$75.00	\$16.20	\$91.20
C172SP	\$80.00	\$18.25	\$98.25
Citabria	\$85.00	\$16.20	\$101.20
PA-28R200	\$109.00	\$18.45	\$127.45
C182Q	\$102.00	\$26.65	\$128.65
C182RG (68T)	\$110.00	\$27.06	\$137.06
C182RG (65C)	\$125.00	\$27.06	\$152.06
C172XP	\$130.00	\$15.58	\$145.58
SR20	\$133.00	\$24.60	\$157.60
CT210	\$169.00	\$31.16	\$200.16
BE76	\$219.00	\$38.95	\$257.95
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 BATH & BAR-B-QUE

As noted elsewhere in the newsletter, September 19th, 2009 at 1100 we will have a BEFA Bath & Bar-B-Que. We hope for a great turnout. Check out your new Pilot Lounge and enter a drawing for 1 hour of C-172 time. You can send an e-mail to the office for the drawing authorizing deduction from your account for this drawing if you cannot make it. Funds earned from the drawing will be applied towards the purchase of the flat screen television as the Lounge project has been primarily an off-budget specific volunteer and donation driven improvement.

RENTON AIRPORT RETURNS TO NORMAL

The Renton Runway project has completed a bit ahead of time and the airport is open for normal operations. Many thanks to so many of our pilot members who have helped in moving and maintain the aircraft during this difficult period. The runway is now officially 16-34, so we experienced a rare magnetic variation change. There will be some other relatively small closures or more likely partial runway/taxiway closures for final painting that will be announced later. Galvin's, Wings Aloft and Auburn Flight Service were quite helpful in assisting us off-site, and it is appreciated too.

FLOATPLANE MEETING SEPTEMBER 10TH, 6:00PM AT RENTON

As mentioned in Austin Watson's article later in the

newsletter, there will be a meeting to discuss topics of interest for float plane pilots, including care of the floatplane after landing in salt water, and the results of a cost study on various float plane configurations of interest to the membership and host an open discussion on fleet planning and the BEFA float plane mission in anticipation of a possible replacement floatplane. All BEFA members are welcome.

GRIEVANCES/INCIDENTS:

- 8/3/09 5344K gust lock left off.
- 8/3/09 7568T tow bar left on plane.
- 8/7/09 7568T Both main tires found "skinned" to the chord
- 8/27/09 97PD Gust lock left out, fuel selector on both, beacon on "off" position.
- 8/27/09 Hangar main door found left open with lights on at 10:30pm.

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:

- Chuck Malmsten for painting the ramp stripes.
- Eric Lund for help with the billing.
- Mike Sievers for help with the billing.
- Yenew Kassaye for filling the oil bottles.
- John Scarce for replacing tiedowns.
- Jim Gianakkas for moving planes
- Shad Pipkin for office work and moving planes, assembling stools.
- Oliver Meier & Shad Pipkin for loading databases.
- Tom Howard for assembling the store room shelves and organizing

Note: It was another very busy month, our apologies to those who we missed on this list, we could not keep up with who all did what, but be sure it is appreciated.

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 finish packing rockwool in the girders in the hangar.**
- **Someone to take monitors and desk tops to recycler.**
- **Someone to take old fluorescent light bulbs to recycler.**
- 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. Joe Edwards is helping with this, if you can assist him, that would be great.
- CFI's to finish up the online quiz answer sheet for the R-182, and the bi-annual quiz.
- Someone to drill a 2 ½" 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.

If you can head up or help on any of the above projects, please let Wes know. Your efforts are greatly appreciated!

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 on

line 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).

CFIs - Reminder about recording ratings/solos **By Marissa Singleton**

Reminder to CFIs – Your BEFA newsletter editor uses the information in the ratings/solos binder in the office to prepare the all important congratulations section of the newsletter. Please help to make sure that when your students achieve their solo or rating that you *legibly* record in the binder in the office:

- your student's name
- date of the accomplishment, and
- if a rating was achieved, the type of rating (private, instrument, etc).

If you have any questions, please let me know. Many thanks for your help!

Float Pilots' Meeting Sept 10 **By Austin Watson**

There will be a Float Pilots' meeting on Thursday, September 10th at 6PM in the BEFA Classroom. Austin Watson, BEFA Treasurer, will present results of a cost study on various float plane configurations of interest to the membership and host an open discussion on fleet planning and the BEFA float plane mission in anticipation of a possible replacement floatplane.

All BEFA members are welcome to attend.

About Tail Dragger Landings

By Austin Watson

Yea! The Citabria is back on line. Now we can enjoy the challenge, thrill and excitement of a Tailwheel plane. But before you decide to go relive the halcyon days when every plane was a Taildragger, get a reality check and take a look on the faa.gov website for accidents involving a Citabria 7KCAB.

Here is a sample of what the NTSB has to say about Citabria, 7KCAB accidents:

- *...the pilot's failure to maintain runway alignment during the aborted landing, which resulted in a collision with a tree.*
- *...The inability of the pilot to maintain directional control of the airplane resulting in a ground loop.*
- *... the pilot's failure to maintain directional control of the airplane during landing, and his excessive use of brakes, which resulted in a nose over. Factors relating to the accident were: the crosswind condition, and the pilot's lack of experience in the make and model of airplane.*
- *the pilot's inadequate compensation for the prevailing wind conditions which resulted in an inadvertent ground loop. The crosswind and the pilot's lack of familiarity with the aircraft are factors in this accident.*
- *... THE FAILURE OF THE PILOT TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRCRAFT DURING THE LANDING ROLL.*
- *...THE FAILURE OF THE DUAL STUDENT TO CORRECT A GROUND LOOP SWERVE DURING TAKEOFF GROUND RUN. INADEQUATE SUPERVISION BY THE CFI WAS A FACTOR IN THE ACCIDENT.*
- *...THE PILOT LOST CONTROL DURING THE LANDING ROLL AND COLLIDED WITH A FENCE.*

Yikes, sounds like bad things happen fast when the Citabria wheels contact a runway.

In the air, the Citabria is a plane climbing, descending and turning much like any other plane in our fleet, but on the ground it's a different beast.

Takeoffs are well covered in Plourde's book, "The Compleat Taildragger", where he gives an excellent description of torque effects. First after applying power, you are torqued by rotating slipstream, then by P-factor, and then by gyroscopic moment just as the wheels depart earth. It makes for an interesting dance on the rudder pedals to keep the plane on the center line as these three different torque effects rapidly interact one after the other. Fortunately, if you don't like how things start out on a takeoff, you can generally pull the power, stop the plane and start over. On landing you can't start over once you have wheels on the ground and the squirrely nature of a plane with the little wheel and the CG in the back gives little margin for error.

There are two basic landing types in a tail dragger, plus modifications for crosswinds making four conditions to learn; The Wheel Landing, and The Three Point Landing. Personally, I use the wheels for all my landings (except in a floatplane) and was initially confused by this terminology. Wheel Landing means *Two Wheel* landing with tail remaining in the air flying as speed bleeds off during roll out.

The [Two] Wheel landing is the faster of the two types (typically 80MPH IAS in our Citabria) and with the tail up and air moving across the rudder you get the best lateral control. Unfortunately since you are going fast you need the most runway. To keep the tail up, the pilot pushes the stick forward after touchdown. This action is counter to what we learned in tricycle geared Cessna's and Absolutely Forbidden in a floatplane so learning to do it may require overcoming quite a bit of conditioning.

Wheel landings are standard practice in crosswind conditions. Use wing down slip or crab technique on approach, and then being precisely lined up at touch down. Landing with windward wing low, windward main gear first can also help with the lateral control problem.

In the Pacific Northwest finding these cross-windy conditions can be a challenge as our winds are predominately either North or South and when they are cross wise it's often accompanied with other weather conditions that preclude safe conservative flight.

The Three Point landing is the slower of the two (60-65 IAS in a Citabria on touchdown) and requires much less runway so it is preferred for short and soft fields. Here's the rub however. You have not much lateral control via air over

rudder, and the difficulty of staying straight down the center of the runway is multiplied. Add to that the fact that Short fields are usually narrow fields and the margin for error becomes vanishingly small insofar as staying on the line and on the intended runway.

Advice: Practice on a big wide runway like Renton before you think about going out to attack little skinny strips in the mountains.

X-32 JSF Lecture September 15 at the Museum of Flight by Captain Dennis O'Donoghue

The Royal Aeronautical Society – Seattle Branch is sponsoring a lecture on the X-32 Joint Strike Fighter (JSF) at The Museum of Flight's Allen Theater on Tuesday, September 15, 2009 at 6 PM

The guest speaker will be Captain Dennis O'Donoghue, Vice President of Boeing Test and Evaluation. The title of his lecture is "Defying Gravity and the Odds: The Unlikely Story of the Boeing X-32B Joint Strike Fighter"

As background, early on the morning of June 24, 2001, test pilot Dennis O'Donoghue guided the Boeing X-32B to the approach end of runway 32 at the Naval Air Warfare Center at Patuxent River, Maryland, slowly decelerating from wing-borne flight and coming to a hover 200 feet above the runway surface. It was a momentous event. Not only had the X-32B become the first fighter aircraft since the Harrier to demonstrate hovering flight, the event also marked the successful culmination of an unlikely journey for the Boeing JSF team.

The story of the development of the X-32B is one of repeated failures, numerous setbacks, and seemingly insurmountable challenges. Success was often in doubt. Many experts across the industry gave the team virtually no chance of pulling it off. But the story of the X-32B is also a story of relentless perseverance, ingenuity, innovation and a little bit of good luck.

Captain O'Donoghue will describe the quest to build the first supersonic, short takeoff and vertical landing, stealth fighter, including some of the most daunting engineering challenges faced by the team. He will share what it was like to fly one of most complex and sophisticated experimental air vehicles ever developed. You can read Captain O'Donoghue's biography on the Seattle Royal Aeronautical Society website <http://www.seattle-raes.org> in their Upcoming Events section.

Please note – This lecture is free of charge. Please feel

welcome to invite family, friends and colleagues to this event.

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

<p><i>FOR SALE. 1979 Beechcraft Duchess (BE-76), serial #ME-73, N2008E. Currently on leaseback with BEFA. (See office for current times).</i></p>

<p><i>5650 TT 1700/1700 SMOH 1700/1700 SPOH</i></p>
<p><i>\$80,000.</i></p>

<p><i>Contact Brad Schrott: phlying4fun@aol.com 206-992-4901</i></p>

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		2) Ops Officer, or 3) Any Board Member
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