

✈ 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>
Stephen Kamnetz		RNT
Holly Wright	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Peter Niklaus	9/2	Wolvington
Scott McCoy	9/9	Demco

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Constantine Bucur	9/9	Instrument	Paulay
Ben Welte	9/10	Private	Watt
Kyle Washabaugh	9/12	Private	Olmstead
Patrick Lavielle	9/17	Instrument	Allen
Jon Vogel	9/22	CFI	Wolvington

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>Board Meeting</u>	5:00pm	10/16	RNT
• <u>Float Pilots' Meeting</u>	7:00pm	10/14	RNT
• <u>PAE Pilots' Meeting</u>	4:30pm	10/14	PAE Hangar

From Your President

By Bob Ingersoll

The BEFA Clean Up Day was a resounding success. We had 35 volunteers who helped clean up the building, grounds, and wash all the aircraft. The weather was perfect and the BBQ delicious. Bob Lancaster won the drawing for the "free" hour of C172 time. We raised sufficient funds to go ahead with a TV purchase for the pilot's lounge. Congratulations to Bob and all who supported this event.

I attended the Renton Airport Advisory Committee on September 22. The runway resurface project involved 32,000 tons of pavement using 1200 truckloads. It was completed for \$4M and ahead of schedule. There are no major reworks or repairs required. This is a very successful effort on the part of Renton Airport Management. The next project is to clean and redo where necessary the airport storm drain

system. This should not affect flight operations. Also this Fall, we will be reviewing the Renton Airport Rules and Regulations. BEFA will be represented in this effort.

We have concluded negotiations with the owner of C172 N9537Q. This aircraft will become a BEFA C172 in December. It will remain in our fleet under the lease terms until that time. Our next priority is to address the Seaplane and the Duchess. The seaplane committee will report at the next BEFA Board meeting their findings and recommendations for a follow on aircraft. Likewise our Executive Committee, led by Frank Marshall, is actively looking at twin engine aircraft needs for BEFA.

Elections- We have three BEFA Board positions: Safety Officer, Treasurer, and Vice President that are part of this year's elections in October. The candidates are Safety Officer: Mike Sievers and Kip Davis, Treasurer: Austin Watson and Chuck Malmsten, Vice President: Ken Sain and Joe Kranak. These are all very capable candidates with a solid background at BEFA. Don't forget to Vote!!

PAE Pilots: A meeting will be held at 4:30pm on October 14 in the PAE Hangar.

Fuel surcharge rate for Oct-09

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
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
C182Q	\$102.00	\$26.65	\$128.65
C182RG (68T)	\$110.00	\$27.06	\$137.06
PA-28R200	\$119.00	\$18.45	\$137.45
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
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 & B-B-Q

The BEFA Bath and Bar-B-Q was a great success! All the

planes got washed, insides spruced up, facility grounds spruced up, facilities inside deep cleaned. An estimated 35 to 40 members enjoyed the camaraderie and steak dinner. Many thanks to Gary Pipkin for ramrodding this event, great job, Gary. Mike and Diana kept things running smoothly. There were many other members who helped out. We were only able to get some of the names and missed about 5 or 6 you, our apologies in advance: Lynol Amero, Becky Showalter, Mike and Debbie Rynhoud, Quynh Truong, George Lightner, Richard D. Jones, Matt Smith, Bob Ingersoll, Tom Forbes, Julia Bitzes, Nathan Gollcher, Frank Marshall, Duane & Amy Tonona, Richard Edgerton, Peter Niklaus, Austin Watson, Jim and Marissa and Kathleen Singleton, John Parrott, Shad Pipkin, Mark Ligman, Dan Turlington, Shelly, Jim Goodnow, Chuck Malmsten - thanks to all of you and those we missed. We are now closer to getting the big screen HD TV for your lounge too. The drawing for the 1 hour of free 172 time winner was Robert Lancaster. The proceeds go towards the HD TV, along with a generous matching + fund from one of our Board Members.

GRIEVANCES/INCIDENTS:

- End tiedown on south row, right wing anchor torn out of the ground and strap missing, anybody know what happened?
- 9/20/09 41896 Pitot cover left off, baggage compartment open.
- 9/25/09 4801D Nose tire slicked and tube rotated in tire. Suspect landing with under inflated nose tire.
- 9/29/09 8325H Aircraft cover not installed all the way and wind blew it off.
- 9/28/09 736NN Water rudders damaged from a suspected t/off or landing with them in "down" position..

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, Stuart Lancaster (CFI), Jason Watt (CFI), Steven Beardslee, and Fred Quarnstrom and friend for stuffing the inserting the invoices and newsletters.
- Greg Soter and Brandon Freeman for installing the BFI pattern ops posters.
- Travis Nelson for assembling bar stool in the BEFA Pilot Lounge. (And not falling off afterwards!)
- Shad Pipkin for attaching plaques on the bar stools.
- Chuck Malmsten for doing the orientation and web site work.
- Greg Soter for sanding the lounge door.
- John Scarce for fixing the tiedowns.

- Tom Howard for painting the breezeway.
- Harlan Zentner for painting the pilot lounge trim.

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 1/2" to 3" hole in the concrete in front of the hangar.
- Someone to patch the large gouge in the concrete on the centerline of the south ramp at Renton, in front of the hangar.
- 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!

Elections Underway

By Frank Marshall

BEFA's annual election of officers is now underway throughout the month of October.

As specified in the Bylaws, each year we elect three people to three of the six board positions for two-year terms. This year we are electing the Vice President, the Treasurer, and the Safety Officer.

Only Participating Members, as defined in the Bylaws, are eligible to vote. If you are a Participating Member, you

should have already received your ballot materials in the mail.

We have an excellent slate of candidates running, and your ballot materials include their respective candidate statements. Please vote for the candidate of your choice for each position and be sure your ballot is mailed or hand-delivered to the ballot box in the Renton office by midnight, October 31. If you choose to mail your ballot, your envelope should be prominently marked "BEFA BALLOT ENCLOSED." (Detailed voting instructions are included in the ballot mailing.) Any such envelopes will be separated from the ballots before the vote tally begins.

Election results will be available the first week in November.

From Your Safety Officer

By Mike Sievers

The worst has happened. Your plan to maintain a visual separation from cloud build-ups just fell apart. After 20 minutes of weaving around, and through ever darkening clouds, you never found a path to clear air. What looked like your last hope – squeaking through a narrow shaft of cloud-free sky toward brightness, was instead a trap. The brightness was the sunlit flank of a towering cumulus cloud and you just flew into it. You should have turned around sooner, but now thoughts of doing a 180 degree turn are relegated to second place as you fight to maintain control of the airplane in the wind shear, turbulence, and heavy rain of a thunder cell. What to do? Experts debate the best methods for riding out a thunderstorm penetration, but there is a consensus of sorts. Here are the main points you should remember if you find yourself in forbidden territory –

Keep your cool – This sounds easy from behind the pages of a newsletter, but it is central to survival. The airspeed and altimeter are all over the place, the rain sounds like hail (maybe it is hail), there are strong G forces, and you fear the worst. These are the sensations and trauma that you must endure in a thunderstorm. You may be scared, but do your best to maintain control and a positive mental outlook. Others have survived and you can too.

Let someone know – ATC, flight services, or flight watch needs to know what has happened. Ideally, you are on an IFR flight plan (or using VFR advisories) and already have an ATC frequency set up on the radios. If not, call and let them know what's going on. Don't be bashful. You have paid for their salary and the equipment, and for using the equipment they have at hand. They may be able to guide you around the worst of the storm.

Tighten your seat belt – Seat belt tension can be lost in a thunderstorm's chaos, so be sure it's tight. Even if you are cinched down, don't be surprised if your head meets the headliner in updrafts or downdrafts. If you have not stowed

your luggage or other loose articles, you'll wish you had; they can become missiles in turbulence. The last thing you need is for a tow bar to smack you on the head while you are struggling to keep the airplane upright.

Set the power for maneuvering speed – Fly the airplane at the appropriate speed for the actual weight (V_a goes up at higher weights and is lower at lighter weights) and you will be able to use full control deflections without fear of overstressing the airframe. Should you enter a thunderstorm, immediately set the power for V_a .

Fly attitude, not altitude – Whatever you do, don't chase the airspeed indicator or altimeter. Both instruments will be fluctuating wildly and you will end up past redline, stalling, or overstressing the airframe if you try to maintain a predetermined airspeed and/or altitude. Instead, do your best to keep the attitude indicator's airplane symbol as straight and level as possible. Ride out the bumps and accept altitude excursions.

Hold your heading – Try to hold your heading, that is. This will help keep your wings level – an essential ingredient to prevent an overbanking/overspeed combination.

Don't attempt to reverse course – Once in a storm, a 180-degree turn may prove disastrous if turbulence or wind shear rolls you over into a steep bank or upset. There is debate on this point. Some say to go ahead and turn around as this is the quickest way out and you may avoid a larger cell ahead. Others argue that the shortest route out of a cell is to maintain your course since most thunderstorms are only a few miles wide and that you will fly out of the other side in a few minutes. The choice is up to you and there are good points to both of these arguments. This is where ATC can settle the decision for you with information they have that is not available from the cockpit.

Following the above points will help you ride out the storm and give you a good story (learning experience) to tell back on the ground. You will also be a devout believer in the visual-avoidance school of thunderstorm evasion. Trust your eyes, keep your distance and you will never have to worry about the ride-out measures.

Float Plane Pilots' Meeting

A meeting for all BEFA Float Plane pilots is scheduled for Wednesday October 14 at 7:00 pm at the Renton classroom, and all are welcome! We will continue to explore aircraft options and plan for the future. Dates will be chosen for Cub and Beaver flying opportunities. No float experience required. Hope to see you there!

Interested in being a banker?

Austin Watson, Treasurer

The Board has been examining what an appropriate level of debt for an organization with our capitalization and cash flow is. In the future, BEFA will be replacing some airplanes and may use borrowed money to do so. We can take loans from banks or we can offer members the opportunity to enter into contract with BEFA for secured interest bearing loans. This may be an opportunity to put your money to work and receive a reasonably secure return on it. While nothing is happening fast in this regard, if you are interested please contact the treasurer for more information on possible terms and conditions.

Rodents cost BEFA \$600 per year

Austin Watson, Treasurer

We are paying \$50 per month on pest control and sprinkling chemicals around BEFA to control rodents. Why? It is because our human habits are attracting rats. BEFA is full of open garbage cans full of food and often has food left on the counter for hungry pilots. Read about Integrated Pest Management, IPM, and you will learn that for rodent control, the first step is to remove food and habitat. We can do this at BEFA and I'd like a volunteer to step up and help put together a plan to do so. The treasury has \$600 per year to fund it and will be interested in hearing about any IPM plan that costs less than that. Who's going to be Rat Patrol Leader?

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

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

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).	
Maintenance Focal:	<u>Brian Behrend</u>	Wk: 425-342-5428 Cell: 425-280-1215
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