

✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98057

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jason Dardis	10/7	Watt

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Joe Sharp	10/4	Instrument	Allen
Dennis Brandow	10/4	Private	Olmstead
Jim Giannakis	10/5	Private	Olmstead
Ryan Kramer	10/7	CFI	Wolvington
Evan Westcott	10/7	Private	Yager
Joel Purificacion	10/28	Instrument	Veryioglou/ Allen

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	11/20	RNT
• <u>Maintenance Seminar</u>	10am	12/5	RNT

From Your President

By Bob Ingersoll

Renton Airport Advisory Committee: The Renton Airport Advisory Committee met again and is working to update the Rules & Regulations regarding RNT operations. We will meet every month until this project is done.

PAE Operations: We had a meeting at PAE with several of the BEFA Board members. The results are that not enough hours are being flown at PAE to warrant four dedicated aircraft. So we are adjusting the PAE aircraft to one C150 and one C172. The other C150 and C172 are being relocated to RNT. It is our plan to sell two C150's.

Seaplane: We have had several meetings in the past month to address the future of our seaplane and aircraft options. We will continue to offer the C172XP with extensive corrosion work done at its next annual, which is scheduled for Jan 2010. We will continue to look at other aircraft for a long term solution. Also we have decided to go ahead with a plan to either buy or make a seaplane truck for our use. We

currently lease the vehicle we use and feel it would be a better long term solution for BEFA to have our own vehicle.

BEFA Board of Directors Election Results: The BEFA Board elections results have been counted for the positions of Safety Officer; Treasurer; and Vice President. The 2010/2011 officers for these positions will be Safety Officer-Mike Sievers; Treasurer- Austin Watson and; Vice President-Joe Kranak. Congratulations to all of them, and a big thanks to all who ran and participated in the election process.

Fuel surcharge rate for Nov-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
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

CLOSING VFR FLIGHT PLANS

A reminder about the need to close VFR flight plans. The recent "FAAST Team" missive came out this month with some helpful hints on how to remember closing your VFR flight plan. It's never fun when I get calls from the FAA late at night at home regarding open VFR (and an occasional IFR) flight plans. Generally we know (or hope) that it's just an oversight in cancelling the plan, but it tends to give one an adrenaline pump that makes it hard to sleep the rest of the night. If you've ever not closed a flight plan, you know that it's no fun for the offending PIC either! Try some of these

tips from the FAA "FAAST Team":

- Place a note on your car ignition or steering wheel
- Set the alarm on your cell phone
- Put your watch on the other wrist
- Put your wallet or your car keys in a different pocket.

We might add, put a sticky note in the tach book prior to leaving to remind you.

Also, another BEFA tip for not taking the plane keys home with you that is a favorite memory aid is to put your car keys in the tach book, that way when you go to leave for home, it will prompt you to put the plane keys back if you haven't.

DAY GROUND SCHOOL AVAILABLE

In addition to the 4:30 PM Private Pilot Ground School starting Winter Quarter, we are also responding to a request for a day Private Pilot Ground School for second shift employees, same format starting at 10:30AM for the winter quarter. Hopefully there will be enough interest to hold this day class. If you know of anyone on Boeing second or third shift, or any non-Boeing folks who this time period would be better, please let them know. Enrollment is through Renton Technical College.

TESTIMONIAL LETTERS REQUESTED

If you are a current or past Boeing employee who can provide a letter expressing the benefit of learning to fly and how it enhanced your job performance or value to the company, please submit it to me at befa_ops@mindspring.com, as soon as practical. While not necessary, if you can include a specific anecdote that highlights how this initiated a positive outcome of some event beneficial to Boeing, that would be especially helpful. Thanks.

TIRE PRESSURE

Rated and student pilots - It's very concerning when I go out and on a preflight, check the tire pressure and find that on mains that should be at 21 PSI, they are at 10 PSI, and the nose that should be at 30 PSI, it's at 12 PSI. This stuff is serious stuff, pilots. This past year I have found low tire pressure on planes from the C-150's on up through the Duchess, being flown by what this organization likes to think are top notch pilots. Please take the time to check your tires, including pressure. Flying is no place for laziness - find another endeavor if you can't overcome this vice. If you lose a tire on landing because of inadequate tire pressure, you will be hung. If we happen to randomly check a plane's tire pressure after someone's flight and find it under pressure, the same will apply.

MAINTENANCE INFORMATIONAL SEMINAR AT BEFA DECEMBER 5TH, 2009.

WE ARE HOPING OVER THE WINTER MONTHS TO HOLD A PERIODIC AVIATION SEMINAR OF SOME TYPE. WE ALREADY HAD ONE OR TWO DEVOTED TO THE FLOAT COMMUNITY THAT WERE BOTH VERY WELL ATTENDED AND VERY WELL RECEIVED. NOT ONLY WAS THE LEVEL OF PARTICIPATION GREAT, BUT THE POSITIVE SPIRIT OF THE EVENT WAS ESPECIALLY ENCOURAGING. THE NEXT ONE WE'LL HAVE IS A 1+ HOUR SEMINAR GIVEN BY OUR DIRECTOR OF MAINTENANCE AT RENTON, KURT BOSWELL, ON GENERAL MAINTENANCE OF AIRCRAFT, FOLLOWED BY A SHORT PRESENTATION BY THE BEFA CREW ON THEIR DUTIES & PROJECTS. THIS WILL START AT 10:00 AM, SATURDAY, DECEMBER 5TH AT THE RENTON FACILITY. HOT DOGS PROVIDED WITH A GENERAL SOCIAL "BS" SESSION IN THE NEW PILOT LOUNGE AFTERWARDS! FEEL FREE TO SEND ONE QUESTION YOU MAY HAVE BY E-MAIL TO ME, befa_ops@mindspring.com, SO KURT CAN CULL THROUGH THEM AND PICK A FEW TO HELP ORGANIZE A PRESENTATION THAT REFLECTS YOUR CURIOSITY. ALSO, REGISTRATION FOR THE CLASS IS MANDATORY, (NO CHARGE FOR THE EVENT), SO WE CAN PREPARE FOR THE ATTENDANCE LEVEL. PLEASE CALL THE OFFICE AT 425-237-2332 OR E-MAIL TO DO THIS. SO, MARK YOUR CALENDARS FOR SATURDAY, DECEMBER 5TH, AT 1000.

GRIEVANCES/INCIDENTS:

- 10/1/09 7568T Towbar left on nose wheel.
- Floatplane water rudder damage discovered.
- 10/5/09 7568T Flat spots noted on both tires.
- 10/18/09 Simulator room window left open wide.

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:

Due to data loss, some of the "thank yous" were lost, our apologies.

- Shad Pipkin, Bob Ingersoll, Mike Rynhoud and Dayne Olmstead for help with the billing.
- Austin Watson for fixing the hand held radio.
- Paul Ust for making supply run.

- Greg Soter for redoing the lounge door - looks great!
- Chuck Malmsten for working various projects for us.
- Shad Pipkin for sweeping the hangar floor.
- Warren Morrison for the photos for web page improvements.

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 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.
- Someone to drill a 2 ½" 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!

From Your Safety Officer

By Mike Sievers

When using VFR flight following or being controlled during IFR flight you hear "Cessna 123, traffic 12 o'clock, opposite direction, Piper at 8,000 feet. What is the controller thinking when he decides which aircraft to call as traffic? Many pilots are not aware of the regulations that govern how controllers call traffic. Most of the time, the differences between various situations fall into the "nice to know" category. Looking in the direction indicated and scanning for traffic is enough. Sometimes, however, being able to interpret what the controller is saying can be critical. There are actually three

separate rules that govern traffic calls. The first is Traffic Advisory, which is used to make IFR pilots aware of VFR traffic in their vicinity, and this is the most commonly heard during VFR flight following. The second is Merging Target Procedures. This is used when two IFR aircraft target symbols on the radar scope are going to touch and are separated by the minimum appropriate altitude. The third rule, which is the main subject of this article, is the Safety Alert. Safety alerts are traffic advisories given when there is a very real possibility of a collision. While the controller's job is to separate IFR traffic, controllers may not just sit and watch two VFR airplanes run together. Once a controller is aware of a safety issue, assisting the pilot involved becomes top priority. Let's say you are receiving VFR flight following at 6,500 feet and, unknown to you, the controller has been watching another VFR airplane approach you head-on, indicating a climb. The other airplane was at 5,600 when it was first noticed, then it was at 5,800, 5,900, and looks as if it will arrive at 6,500 feet the same time – and this target will merge with yours. You will hear the following phraseology: "Cessna 123, traffic alert, 12 o'clock, three miles, opposite direction, indicates 6,100 and climbing." The clue that this is a safety alert is the phrase "traffic alert." The addition of the word "alert" completely changes the meaning of the traffic advisory. With that one word, the controller is telling you that you are in danger. Some controllers may change the wording slightly and say "safety alert" instead of "traffic alert" in order to use a word that pilots are not used to hearing from controllers. If you ever hear an advisory that uses the word "alert," "safety," or something similar, take it very seriously. But what happens if you get a safety alert and don't see the traffic? Although the controller has the authority to issue a safety alert, he has no legal responsibility to resolve the situation. However, many controllers feel a moral responsibility to take action and will issue a vector away from the other airplane. Others will simply issue advisories. If you hear a safety alert and do not see the traffic, you may tell the controller "give me a vector" and he will. On a scale typically used on controller radar screens (100 miles or more) once you are down to about 2 miles, the controller can no longer resolve your position well enough to be sure you will pass clear of an on-coming airplane. With the system as it is, the controller alerts you of a condition and, by scanning for traffic, it is up to you to assess the information and ask for a vector if needed. The controllers cannot fly the airplane for you, but will give you the information needed to exercise your authority as pilot in command to decide how to resolve the situation yourself.

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

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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