



✈ BEFA Newsletter ✈



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

840 West Perimeter Road, Renton, WA 98057

New Members

<u>Name</u>	<u>Class</u>	<u>Location</u>
Craig Johnstone	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Matt Johnson	11/10	Davis/Demco

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Scott McCoy	11/2	Private	Demco
Yenew Kassaye	11/3	Instrument	Yager

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	12/18	RNT
• <u>Holiday Potluck</u>	1-7pm	12/18	RNT
• <u>Instrument Ground School</u>	5:15pm	2/8	RNT
• <u>EDM Seminar</u>	1:00pm	1/10	RNT
• <u>Private Pilot Ground</u>	10:30am	1/12	RNT
• <u>Private Pilot Ground</u>	4:30pm	1/12	RNT
• <u>Symposium: SETP Lecture</u>	1:00pm	1/16	RNT

From Your President

By Bob Ingersoll

November has been a challenging month. First, Boeing has notified BEFA that they will no longer be reimbursing us for our Renton Airport Lease cost effective January 2010. This has been paid for by Boeing for BEFA for a number of years. This amounts to about \$50,000/year. Second, the Renton Airport Authority has advised us that our lease costs will be increasing substantially June of 2010. All other Renton Airport tenants are being affected as well. Your BEFA Board is working multiple actions to address this issue. First, we are reviewing all of our expenses and revenues to look for opportunities to improve our financial position. We are appealing to Boeing to see if there is some alternative solution to how we work together between BEFA and Boeing. And, we are talking to the Renton Airport regarding how we deal with this "Double Whammy" to BEFA.

At the present time, BEFA is financially capable of dealing with the immediate impact of this unplanned expense. We have a number of you engaged with how we work

through this problem. Our priority is to have a minimum impact to our members and provide for a sound financial future for BEFA. For example, it is my goal to work through this without any impact to our current monthly dues. As always, your inputs are welcome. Our financial performance is directly linked to the number of hours flown at BEFA. If you're wondering how to help the best answer I have is fly more hours and pay on time.

In spite of the above, BEFA is sound. We have a great fleet of aircraft that are continually being updated and excellently maintained. Our staff is outstanding and our facility is excellent for our purpose. Our membership is solid and the 'attitude' of volunteerism with our members continues to be inspiring. I want to wish you all a wonderful holiday season and I look forward to 2010 and another great year of flying at BEFA.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

BEFA WINTER SYMPOSIUM SERIES - Society of Experimental Test Pilots symposium lectures (How to chase the winter blues away)

The first of a 2010 BEFA Aviation symposium series is starting Saturday, January 16, 2010, at 1:00 PM in the BEFA classroom for BEFA members and their guests. Some background, the prestigious Society of Experimental Test Pilots (SETP) put on a special lecture series for their members to celebrate the 100th anniversary of flight at their conference in Los Angeles, CA a few years ago. The presenters are some of the "pillars" of the Flight Test community, as well as less familiar notables (to the general public) who provide fascinating information as well as personal stories of historic aviation and space test programs. These relatively recent, little seen lectures and panels were fortunately captured for posterity and education on DVD by the SETP. For most aviation enthusiasts, they are riveting, (note: for your younger kids, probably not)! We (BEFA), hope to run portions of the series over this winter & early spring for BEFA member education, discussion and enjoyment.

The subject of our first presentation is a fascinating one based around one of these video lectures and media, presented by Horst Phillipp and Claudius La Burthe. It focuses on projects that validate whether Clement Ader's and Gustav Whitehead's controversial pre-Wright brothers aircraft might have actually flown. It shows and discusses the reproductive design work, construction and flight testing of these painstakingly built reproductions in search of the answer. It's both instructive and entertaining.

This was but one of several subjects presented for SETP members by notable aviators and engineers at their conference. Future subjects we hope to show from the series will range from the X-1 and Edwards AFB early days, the X-15 program, various Boeing test programs, including the model 720 (707), the Mercury & Gemini Space Programs, SR-71 and other "black" test programs, fighter plane test programs, and the lifting bodies to the space shuttle. It contains many personalities such as Gen. Chuck Yeager, Scott Crossfield, Gene Cernan and other historical test pilots, astronauts and test engineers. Past Boeing Company and Air Force test pilots and engineers including some of our own past BEFA members such as James Gannett and Gen. Guy Townsend and others are also featured on the upcoming lectures and panels.

This will be presented in our BEFA classroom by Tom Twiggs, who was a past Boeing Test Pilot/T-33 chase plane pilot, Naval aviator and is currently a contract Test Pilot/DER, and a long time BEFA member. Tom, as it happens is also the Chairman of the Northwest region of the Society of Experimental Test Pilots organization and is graciously providing the Society's "media" of these lectures. Tom attended these original presentations, and will open our presentation with a 10 to 15 minute lecture outlining the event and specific subject, and then show the DVD of the pertinent portion of the SETP conference, which is this case is about 30 to 40 minutes long. Following the SETP video will be a question and answer/discussion session. The event should last a bit over an hour. We'll adjourn to the pilot lounge afterward for further informal "hangar flying" discussions, if desired.

As mentioned, this first one is of the Claudius La Burthe and Horst Philipp presentation of the actual construction and flight of these reproductions of an early pre-Wright aircraft to validate their flight capabilities.

Those who plan on attending - please do the courtesy of contacting the Renton BEFA office by phone (425) 237-2332, or e-mail befa_office@mindspring.com to reserve spots, and please reserve a spot only if you are definitely going to attend - we need an accurate count by that Saturday morning to prepare for seating in the classroom, or the hangar if needed. There is no charge for the event. It's up to the attendees if they want to organize a group to bring food or refreshments, and that would be great. Yes, guests accompanying any level of BEFA members are very welcome, but please make sure the attendee is age appropriate and has a genuine interest.

BEFA MARKETING

We are asking that active Boeing employees please stop by the office, e-mail or call us to receive some flyers for posting on the cork boards at your Boeing work place. These are for the Private Pilot and the Instrument Ground Schools coming up next month. We have anecdotal information that the simple posting of these types of announcements in break-rooms and hallway corkboards at Boeing facilities provide some of the best response we've had for exposing BEFA to

the Boeing employees. So give us a call and we'll send these to you via Boeing interplant mail, or stop by and pick a bunch up at the office. Included on the last page of the newsletter is one of the flyers if you want to hang it and/or make copies, too.

Along this line, we would like any BEFA member with ideas on how to market BEFA to the Boeing populace to contact us. We would like to reenergize this task with a small dedicated team of BEFA members who have some experience or know how into how to more effectively promote BEFA to employees and retirees of Boeing, and implementing this action.

TOY FOR TOTS

The U.S. Marine Corps has dropped of the annual Toys for Tots barrel at the Renton BEFA office. Please purchase a new toy and drop it off to support this fine cause.

BEFA GROUND SCHOOLS WINTER QUARTER INFO

The BEFA Ground Schools will commence again starting in January for the Private Ground School and February for the Instrument Ground School. This quarter the Private Ground School will provide two classes, one for the "Evening shift people" taught during the day, starting at 10:30 am on Tuesday, January 12th, and the second usual class in the evening for the "Day shift people", starting at 4:30 pm on the same date. These will be on Tuesday's and Thursday's, 20 classes. The instrument class will be held starting Monday, Wednesday nights beginning February 8th at 5:15 pm. Enrollment is through Renton Technical College, \$425. Contact 425-235-2352. As of this writing, we are still not sure yet if Boeing will continue to reimburse Boeing employees as they have been. These classes are also now open to non-Boeing and non BEFA member students. Note the attached flyer, and please run copies and post at your place of work.

N2365C, N9843Y & N662AJ EDM BEFA SEMINAR

OK all you N2365C, N9843Y & 662AJ pilots, (and perspective flyers) - on January 10, 2010 at 1:00 pm there will be an Engine Data Monitoring (EDM) system seminar that is primarily specific to N2365C recent engine operation trends and operational data analysis, but is also generally applicable to N9843Y and 662AJ operations, too. This will be held in the BEFA classroom. These are great airplanes with a lot of advanced avionics. Come and hear the experts expand on the capabilities and answer your questions, as well as offer tips to aid in safe engine operations of these planes and how to use their instrumentation to better manage to power plant.

BEFA HOLIDAY HOURS & THE CHRISTMAS POTLUCK

The Christmas break for BEFA office staff is as follows:

Closed from 1200, Thursday, Dec 24th through Friday the 25th, and closed Thursday, 1200, December 31st through Friday, January 1st, 2010.

The BEFA potluck will be on December 18th, from 1:00pm to 7:00pm. Feel free to bring your favorite dish to share.

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.

- Peter Morton and Tom Staggs for moving planes
- Scott Bullene for finishing the rockwool/fireproof job, and cleaning the outside of the lounge windows.
- Chris Vegter and Bob Guthrie for securing planes.
- Dave Dokken for recycling computer monitors.
- Harlan Zenter and Paul Ust for moving planes.
- Harlan Zenter for washing windows
- Chuck Malmsten for his continuing work on the BEFA web site.
- There were a couple of others who helped out this month that we can't remember, sorry!

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.

Below is the BEFA 11/28/09 updated volunteer project list for your generous consideration.

- Someone with a steady hand to create a nice sign to hang on our fence advertising our spare tie-down spaces.
- Someone to repair/replace the U shaped fluorescent light fixture, just north of the sink in the office. It's relatively new but the lights won't illuminate in it.
- Someone to hang the large BEFA letters on west wall of our RNT hangar building.
- 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 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 Operations Officer

By Matt Smith

So, you want to learn to fly the 182 RG. In the process, you will get your high-performance and complex endorsements. You schedule your favorite flight instructor and do all your homework by reading the Owner's Manual and working through the 6-month quiz. The day of the first flight comes along and your flight instructor sits you down for some ground instruction. Several times during the course of the ensuing discussion, the instructor emphasizes that it's incredibly easy to lock the brakes on this airplane; therefore you should not use the brakes until the airplane has nearly rolled to a stop. You go fly and things are going extremely well. As you re-enter the traffic pattern at Renton to learn the nuances of landing the airplane, your instructor, yet again, emphasizes that you should not use the brakes until the airplane significantly slows. As you touch down, the only thing going through your brain is that this is a stop-and-go, so you ride the brakes. The tires skid, and POP! The tire goes flat. The airplane won't roll off the runway, so the airport is closed until someone can push you off to the taxi way....Oooooops!

Who's at fault, and who has to pay for the new tire? From the FAA's perspective, the "fault" part of this is an easy question to answer. The instructor is responsible for the safety of the flight since you don't have the required endorsements. From BEFA's perspective, this is a tougher question to answer. The airplane is damaged and has to be paid for. The instructor did everything in their power to make it clear that you should not use the brakes. Yet, you did it anyway.

The Safety Board is tasked with wading through what happened and figuring out who (if anyone) should pay for the damage, and what (if anything) should be done to BEFA procedures and instructional methods to avoid this in the future.

Previous versions of the Rules of Operations (ROP) made it clear that the PIC was responsible for damages, such that in most training situations, the CFI had to pay. Situations like the one described above caused the Safety Board to request changes to give them more flexibility in their decision

making process.

The Rules Committee looked into the matter, and proposed a change to the ROP that the BEFA Board has approved. There are two major changes to the Pilot Liability rule 5.8.d. First, the term PIC has been changed to “member”, thus allowing the Safety Committee the ability to bill the person flying the airplane if they deem it appropriate. Secondly, the new rule allows the Safety Board to recommend that the charge (if any) be split between participants.

The exact changes to the ROP wording can be seen on-line at the BEFA web site. There is a document “ROP changes” where this, and future changes will be kept. This will make it easier for members to track revisions and when they went into effect.

Instrument Rating Ground School

(This Time We Mean It)

By Frank Marshall

The 2010 version of BEFA’s Instrument Rating Ground School will be offered on Monday and Wednesday evenings, beginning Monday February 8, in the BEFA Renton classroom.

BEFA has traditionally offered the course once a year in this same time frame, but during the past year we tested the waters by offering a second opportunity to take it in late summer. Alas, after only two people expressed interest in the summer version, it was canceled, and we have returned to the once-a-year format.

The late winter start date means that good flying weather should be returning (patience!) during the second half of the course, and that is an excellent time to complement the ground school by starting the actual instrument flight instruction.

If you have completed work on your Private Pilot’s license, or are you getting close, now is the time to think about taking this next step. The instrument rating will vastly improve your odds of actually being able to use your license to take a trip at the time of your choosing (not to mention that you will likely find it makes you a better, safer pilot, and gives you a deep, well-deserved sense of accomplishment).

The course prepares you to take the FAA Instrument Rating Knowledge Test, and will help with your flight training as well. The cost, which includes an excellent 850-page Jeppesen Guided Flight Discovery textbook (it will likely remain a valuable reference long after you’ve completed the course), the complete FAA Knowledge Test question bank, and the latest FAR/AIM, is \$425.

Because of our recent affiliation with Renton Technical

College, the course is now part of the RTC curriculum (course number AVIA 102 R210) and is open to the public. This means there is a possibility that Boeing employees may be able to get reimbursed for the cost of the course if it relates to their job assignment.

You may register for the course, using the course number given above, by calling Donna in the RTC registrar’s office at 425-235-2352, ext. 5525.

If you have any questions, please contact Frank Marshall at 253-838-1661.

From Your Safety Officer

By Mike Sievers

As each of us learned in training, organization of the cockpit and of the flight details lower the workload, and this includes the kind of material you take with you in your flight bag. Having your resources conveniently organized will help you continue to cross-check the navigation sources, fuel levels, and weather in a timely manner throughout the flight.

The complexities of today’s airplanes and flight environment require a systematic approach to the operation of flying. And you cannot be systematic unless you are organized. This starts with a checklist. Use the manufacturer’s checklist, or develop your list own based on the manufacturer’s checklist with additional details according to the airplane or BEFA specifications. This way, phase checklists (before takeoff, climb, cruise, approach, after-landing, etc.) can accomplish all the important procedures and you won’t have to rely on your memory to recall key items specific to the airplane. You can also add to the checklist things for quick reference during the flight, such as V-speeds. Whether you use your own checklist or the one from the POH, always position the checklist in the same place – in a pocket by your leg or in a seat pocket within reach. It is distracting to have to search for important tools, especially in high-workload environments, when working the issues at hand require most of your attention.

Beyond the checklists, be familiar with the organization of the materials you will be using in the cockpit. You can have the most amazing flight computer at your fingertips, yet not be able to extract any information from it if you must look at the user manual to do simple calculations. The same goes for airport guides, charts, approach plates, and navigation logs. If you don’t know where to look for the information when you need it, you increase your workload in the cockpit. A few minutes spent familiarizing yourself with the layout of an airport guide will help you find the traffic pattern altitude at a glance, rather than through a minute of scanning the page when you should be scanning for traffic. Technology is great, but what it really comes down to are the fundamentals we learned: instrument interpretation, cross-check, and airplane control. If you aim for consistency by organizing the cockpit so that everything is in its place every time, those

fundamentals come more easily.

AOPA Summit 2009 Trip Report

By Howard Wolvington, CFI

As some BEFA members already know, I completed another "long" cross country by flying to the AOPA Summit for 2009 held November 5-7 in Tampa Florida. The trip started on November 1, and was completed on November 12. It included 11 legs, stays with both of my children and their families in Minneapolis, MN and Jackson, MS, and a visit as well with my parents in Denver, CO.

While the trip was planned and scheduled in the BEFA T210, N9843Y, the failure of its GPS right before taxi made it necessary to execute "Plan B", a trip in my Piper Comanche, N6087P.

This worked out very well as I generally had very good weather with high pressure systems and tailwinds for almost the entire trip. On the way back home, I did have to deviate around some thunderstorms. Also, I had a problem with icing, less than 2 hours from home, and had to divert to Baker City, OR and spend the night. I was able to depart and return to Renton the next morning after getting freezing rain off the airplane that had accumulated during the night. The trip covered 4,880 nautical miles in just over 32 flight hours for an overall average ground speed of 151 knots.

I took over 500 digital pictures on the trip. A full trip report with numerous pictures and graphics (but not 500) is now available on the BEFA web at:

http://befa.org/photos_and_member_contribution/aopa_summit_2009_trip_report.pdf

High speed internet is recommended for viewing the 4.3mb file.

The AOPA summit for next year is scheduled for November 11-13 in Long Beach, CA, and in 2011 it will be September 22-24 in Hartford, CT. I would encourage BEFA members to read the report and perhaps then plan their own trips and fly some BEFA aircraft to one or both of these events.

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

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

Classified Ads

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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
<u>Everett</u>		
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).		
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Private Pilot and Instrument Ground Schools
 Boeing Employees Flying Association
 Enroll through Renton Technical College
 Classes held at: Renton BEFA classroom at Renton Airport
 Contact RTC at: (425) 235-2352 to enroll

Private: 10:30am-1:30pm Tuesday and Thursday (1/12-3/18)
 4:30pm-7:30pm Tuesday and Thursday/ (1/12-3/18)

Instrument: 5:15pm-8:15pm Monday and Wednesday (2/8-4/14)



AVIATION GROUND SCHOOL - PRIVATE PILOT

This intense 60-hour aviation pilot ground course offers guidance and training to help pass the required FAA "written" test, the first step required toward achieving a Federal Aviation Administration Pilot License. This is also a great course for those just interested in learning more about the various aspects of aviation as it relates to pilots and is also an excellent in-depth review for returning pilots. A few of the elements covered are generic piston systems, aerodynamics, weather, navigation, airport/airspace operations, communications and Federal Air Regulations. Upon successful completion of the course the mandatory achievement certificate will be provided to take the actual FAA multiple choice "written" test from an FAA vendor testing center. Fee includes course book, text book, Federal Air Regulations and Airmen Information Manual books, Private Pilot test guide book and all other associated materials such as plotter and mechanical flight computer. It does not cover the vendor cost of the actual FAA test. Offsite classroom is located at Renton Municipal Airport allowing access to viewing planes, associated support items and airport operations when needed.

AVIA 101 R200	5 credits	Fee: \$425	RTNAIRP
1/12-3/18	4:30PM- 7:30PM	TTh	MCKECHNIE
AVIA 101 R203	5 credits	Fee: \$425	RTNAIRP
1/12-3/18	10:30AM-1:30PM	TTh	ZENTNER

AVIATION GROUND SCHOOL - INSTRUMENT RATING

This 54-hour course is designed for people with private pilot licenses who wish to pursue an instrument rating. It prepares students to pass the FAA Instrument Rating-Airplane knowledge test. Topics include the principles of instrument flight, including the operation, use, and limitations of flight instruments and instrument navigation systems. Students learn how the air traffic control system functions and become familiar with the Federal Air Regulations applicable to instrument flight operations. Students learn how to use the charts and procedures applicable to all phases of instrument flight. Emphasis is placed on advanced human factors concepts directly related to instrument flight. The course also emphasizes weather factors and hazards, and the associated resources available. Upon successful completion of the course, students receive an instructor's endorsement, which is required in order to take the official FAA knowledge test. The fee includes an excellent Jeppesen textbook, the complete FAA test question bank with a preparation kit, and a copy of the Federal Air Regulations and Aeronautical Information Manual book. (It does not cover the fee for taking the actual FAA test at an approved FAA Testing Center.) Off site classroom is located at the Renton Municipal Airport.

AVIA 102 R201	5 credits	Fee: \$425	RTNAIRP
1/11-3/17	5:15PM- 8:15PM	MW	MARSHALL

