

✈ 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>
Thomas Niemisto	I	RNT
Jay Whitmore	I	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Jon Finger	12/20	Yager

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Rahul Indurkar	12/9	Private	Yager
Terry Thomas	12/10	Instrument	Yager
Anish Desai	12/20	Private	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	1/15	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

Last month I reported to you that Boeing had notified BEFA that they would no longer be subsidizing our Renton Airport Lease expense beginning January 2010. As a result of this revelation, we have also been reviewing our revenues and expenses and will be incorporating changes where the Board has approved them. After considerable coordination and discussion, Boeing has recently notified me that they have reconsidered this position and will be reimbursing our lease expense for the next two years. This decision, by Boeing, has a profound effect on our financial soundness. We still have to address the Renton Airport request to increase our monthly lease cost, which will go into effect June 2010.

As I said last month BEFA is sound and 2010 should be a great year for BEFA. I hope you will challenge yourself to become a safer pilot by taking courses offered and/or pursue a new rating!! If you haven't already done it your paper pilot

certificate must be replaced by a plastic certificate by March 2010 or it is no longer valid. Also please be aware of the Olympics TFR which will affect parts of Washington State during the Winter Olympics.

Finally, I want to thank all of you who have worked to make BEFA a successful entity. We have a great legacy and a great future.

Fuel surcharge rate for Jan-10

<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.)

2009 Financial Review

By Austin Watson, Treasurer

On the last accounting day of the year, Darlene Jaymen, our accountant smiled and said to me, "Today our bank balance is \$104,000. This is a very nice way to end the year." In January 2009, following a very expensive 2008, BEFA started the year with a bank balance of \$37,000.

Factors that led to our increasing bank balance this year included: Incredible volunteerism throughout the facility reducing our expenses; Lower than average number of engine overhauls; Less flight time due to recession led to lower overall maintenance pressures; Significant reduction in insurance costs due to recession induced competition; Aggressive action to reduce accounts in arrears (we are at a three year low in past due balances); Adjustment of membership fees, dues and rates in 2008; Strict following of bylaws and use of the "No" word when members sought to have late fees excused or membership fees reimbursed upon voluntary termination; Elimination of unnecessary expenses for things like pizza and pest control; and just plain old

thinking about alternatives before making quick-fix spending decisions.

In 2010 we will continue to closely monitor spending and review our sources of revenue including: Dues, Rates, Hangar and Tie down fees, Test Fees, and Pilot supplies to ensure that we are providing the best cost model for our membership.

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 Twigg, 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 in 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.

2365C EDM 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 the power plant. Space is limited. Please contact the Renton BEFA office by phone (425) 237-2332, or e-mail the office (befa_office@mindspring.com), or sign up in person to reserve your spot!

INTERESTING AIRPLANE NOW BASED AT RENTON

You'll be hearing the distinctive sound of twin PW R-2800-27 radial engines as a WWII era A-26 Invader light bomber will be basing itself here at Renton Airport in the Aerodyne hangar at the south east corner of the field from now on. Nice to have something unique flying here. This fast plane was developed late in WWII and was such a successful and advanced design that it saw service through Korea and even Vietnam in the U.S. Air Force fleet, finally retiring it from active service in 1970. It carried on in military service in a few third world countries well through the early 1980's along with the F-51 as the last front line piston type planes of their era. Several are currently still used for contract forest fire fighting but most are now transitioning to "warbird" collector artifacts.

LES KYGER, RENTON TOWER CONTROLLER MOVES ON

Les Kyger sends his goodbyes and regards to everyone at BEFA, and passed on that he enjoyed working with all. A long time Renton Tower controller, he's leaving aviation to go back to school to become a mathematician.

TREMENDOUS RESPONSE TO "TOY'S FOR TOT'S"

The response from BEFA members for the annual Toy's for Tot's campaign was spectacular this year. The barrel was stuffed and overflowing onto the lobby floor. Thanks to everyone for their generous contributions.

AN UPDATE FROM JOE WALKER, NOW FLYING IN AFGANISTAN

Many of you remember Joe Walker, pilot Bill, and Gwen Walker's son who was a "Family Member" here at BEFA and learned to fly before he could drive. Joe's passion took him into Army Aviation and he became the youngest Apache pilot in the Army. He sends us an update on his experiences and career from time to time, from his rigorous training through 2 tours in Iraq, with one mission where he was shot down, to his current assignment in Afghanistan. Here's Joe latest dispatch, received 12/17/09.

"Any coalition Aircraft Baker 91!" The call came into our helmets.

"Baker 91 Moccasin 34 flight of Apaches, 2 min out, SITREP." I answer back

"Roger, Baker 91, 21 personnel on Laneyal Spur we are pinned down taking fire from Hilltop 1705 from 12 pax, RPGs and A-K! Taking heavy Fire!" Baker 91s' voice was being drummed out by their return fire.

"I'm pullin' in the Power Left turn 1705" I call to my wingman, from our loiter position at 10,000' I roll the aircraft onto its side and let the nose drop placing our flight into a dive and race to the fight.

"Roger, on your Six" Jim, my wingman replied

Our speed quickly picks up in the dive from 75 to 160Ktas.

"Baker 91 Moccasin Flight 30 seconds out."

Baker 91 had been caught out in the open and was scrambling for cover while they fought back. My right thumb slides over the Weapon Action Switch selecting rockets, coordinated with my Co-pilot gunner (CPG) to fire the 30mm after I fire at the target. I align the aircraft on the hill where the enemy is firing from. In my peripheral I can see the friendly position below us fighting back, tracers racing down range from their position. The mountain sides all around us, much higher than my flight's altitude at 8,000' msl. The feeling is claustrophobic.

Hill 1705 is in the back of a box canyon with peaks of 10,200' which limits our ability to attack from different directions, all the terrain features are named in the Korngal valley for quick recognition. I hear my CPG talking to himself, "weapon is gun, range is laser... sight it TADS, recorder is on..." "He is reciting what they teach you to say in flight school before you fire a weapon system from the aircraft. He is a new Lieutenant his second flight in combat and his first time shooting at the enemy - we level off at 8000' for the attack. My CPG finds the hot spots of enemy combatants on the hillside, I'll use his sight as a reference to aim my rockets.

My CPG calls out 2000 meters, I place the aircraft into a dive, align my sights and release a 2.75" WP rocket to mark the position, which hits the ground and the phosphorous embers bloom up from impact like a giant flower. I move my head slightly further up the hill select HE '10 pound' rockets and send another 8 rockets in sets of 4 to the enemy positions. They leave the tubes with a satisfying "Woosh-Woosh-Woosh-Woosh". My CPG immediately fires the 30mm cannon strafing the hilltop which bangs away like a Jack Hammer under our feet.

"Left turn out." I call to Jim.

"Great hits 34! Continue!" Baker 91 yells back, now over the reports of their own guns we can hear yelling and cheers of encouragement from Baker's elements.

"34 Roger, Wingman 35 inbound."

We pull out of our dive and enter a climbing left turn. I crane my neck over my left shoulder, I see the beautiful sight of my wingman diving in on the target, rockets flying with dark grey exhaust trails, angry red explosions on the ground where I placed my WP rockets. And the Morse Code looking puffs of smoke from the barrel of their 30mm cannon, all against the snow capped mountains of the Korngal Valley.

"So much for your Local Area Orientation..." I chuckle into the ICS to my CPG.

"*@#*, some LAO..."

"Have you in Sight Jim, Left turn inbound..."

I'm on my third year-long deployment, third in 5 years, Afghanistan this time. I graduated from Apache Longbow Instructor Pilot School last summer prior to our deployment. Now I train our new pilots, fresh from flight school to fly and

fight with the Apache.

It's been 8 years since I was last flying at BEFA. It was a great experience - I was able to meet many wonderful people. It convinced me that I wanted to be a pilot for the rest of my life. I helped to build the front deck with my dad, got my first job with then North West Seaplanes.

BEFA taught me how to fly before I even had my driver's license. I remember how cool it was to see my photo under the solo list, and then on the wall of private pilots. I saw Harrison Ford almost Ground Loop the Nordstrom family's Beaver adjacent BEFA's ramp after he was in the movie "6 days, 7 nights". I got to ride out on a boat to the MARS Flying Boat fire bombers heading down from Canada to fight forest fires in California.

If you haven't flown up to Roche Harbor in the San Juans, you are missing out. I went to my first Pancake Fly-in there. Had my first of many \$100 cheese burgers. Now in the Apache I fly, they are \$10,000 cheese burgers.

So why did I join the Army? I saw an opportunity that if I worked hard, did my best, I could have the chance to fly the most advanced Gun ship on the planet and I would get to shoot stuff. There were ups and downs in the training, but when it was all said and done, there was one Apache Longbow slot open and I got it.

6 years and 2,500 hours (1800 in combat) later I'm starting my third tour. I'm one of the more experienced guys in the company, someone the new guys look up to. I'm married now, to a beautiful girl. I met Katie while celebrating in downtown Savannah after my first tour in Iraq - she wasn't as impressed with my occupation as I hoped. It was either my job or the 20 inebriated guys I was with. But we talked, laughed, traded phone numbers and I went back to the rest of the guys at the bar to ensure I had a grand hangover the next day.

But it wasn't the movie style, guy comes home from war, meets 'miss-blue eyes' and all is great. Well she does have blue eyes, but after our first official date she dumped me. Something about how she lived far away (90 minutes by car, 17 minutes by plane but who's counting) and wanting to concentrate on her career. After a few months of 'viewing from a far' on my part, things worked out, we started dating again. And to show my great timing skills, we fell in love just in time for me to head off to Iraq again for 15 months this time.

Katie should have gotten a medal, we didn't see each other for 12 months before I could take R&R, 2 weeks, and then back to Iraq for another 3 months. And every time I called home she was always happy to hear from me, well except this one time. Let's call it a 'miscommunication of intent' on my part. For a few days there, I didn't know who to be more afraid of, the beheading Al Qaida guys or her.

During my second tour in Iraq, the 'Surge' as it was called, our Unit was ultimately responsible for 80% of all enemy KIA in our Area of Operations (AO). A real feat when there were only 45 Apache pilots to service an area of 50,000 troops, every pilot logged around 1,000 hours or more. Just

goes to show how great the aircraft can be with a group of well trained pilots.

I bought a house in Savannah after my second tour to make up for the 'miscommunication of intent.' Katie agreed to move in a few months later. She moved in on a Monday. The next weekend we went to a FSU football game, came home to our house ransacked by burglars. Everything of value was gone, all the things I bought with my money saved from the deployment, just gone.

As we were picking up the pieces, Katie stayed light hearted about it, noting that the robbers only took the cheap booze from the bar and left the \$50-per-bottle stuff behind. 'At least they had poor taste in alcohol,' she said.

After that I knew we could get through just about anything and still laugh about it. We got a dog, a Husky-American bulldog mix named Max who now keeps Katie company when I'm gone.

We were married the next summer at the chapel on post - Katie looked amazing in her dress. We walked out under the crossed sabers of some of my best friends, and thanks to her parents had the one of the best reception parties anyone had been to. Thankfully, Katie's family is a mix of Irish and German. A group of people who love to drink and have a good time always get along with a group of attack pilots.

One thing about being a gun pilot is most of us are just grown up boys, fart jokes are still funny. We giggle at mission briefings when they talk about 'lines of penetration' or the "Conjugal" Valley, and the briefers roll their eyes when we ask how many times we can visit said valley. Just about anything can be turned into a dirty joke for our amusement. But when it comes to fighting the enemy, it's purely professional.

As I settle into my third deployment, I realize how far I have come. From a brand new pilot fresh out of flight school, crossing the berm marking the boarder of Kuwait and Iraq. I was barely able to keep up with the aircraft and I had a heavy control touch. To an Apache Longbow Instructor Pilot, who is responsible for a flight of aircraft deciding how they fly and bring the fight to the enemy, and the control touch...well I'm still working on that one.

I enjoy my job when I'm deployed but being gone from family is never fun. Our job is very rewarding, we help keep our soldiers safe, bring the big stick when they are in trouble. I guess you could say, we all owe a big "thank you" to Boeing for continuing to produce such an amazing aircraft. The Baker elements in the Korngal Valley summed it up for us a few days ago, they sent us a transcript of an enemy radio conversation. It read:

"Look at those Fighting helicopters... They own this place."

Grievances:

- C-172 “nose plugs” that are on the preheat cart used for the pre-heat process are missing. Hope they were not left on a plane when the engine was started.
- 5344K for starting up near the open hangar door, directing prop wash into hangar.

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:

- Harlan Zentner for his continuing work on the pilot lounge.
- Paul Ust for cleaning and setting up the chairs for the seminar.
- Chuck Malmsten & Howard Wolvington (CFI) for tech support.
- Terry Thomas and Bob Guthrie (CFI) for billing help.
- Andrew Boike for GPS updates and moving planes.
- Bob Guthrie (CFI) for parts run.
- Fred Quarnstrom for donating pizza.
- Bob Guthrie, (CFI), Chris Vegter, Anish Desai, Jack Rodgers and Johnny Summers for helping move wings in the hangar.
- Brian Johnson for picking up aircraft cover and photo work.
- Paul Ust and Austin Watson for moving planes.
- Debbie Rynhoud for helping with filing.
- Bob Lancaster for donating a DVD player for the pilot lounge flat screen.
- Doug Jacobs for running tach sheet down to RNT.
- Bob Guthrie, (CFI), for moving planes.
- Howard Wolvington (CFI) for repositioning planes.
- Doug Morfeld for replacing the ballast in the overhead lights.
- Tom Howard for donating the BEFA ramp bike.
- Karen Stemwell for helping to seal the aircraft windows

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!

Snoopy's New Clothes

By Austin Watson, Treasurer

Snoopy had quite a year in 2009 and went on several new adventures. After filling up his first log book he decided it was time to get some new flying clothes so he asked Mary Watson, a master doll seamstress to make him some. Mary made him a new leather flying jacket and a real red silk scarf to clear the oil off his windscreen. He wears that outfit on most of his fun flights. But Snoopy decided to be a Test Pilot too, so he asked for a Boeing jump suit and cap. He keeps them aside just for special occasions when he is a working his Test Pilot job. Take a look in Snoopy's log book and you can see some of the adventures he had in 2009. December was a busy month for the Snoop and we welcome him back at the office for the holidays. On returning, Snoopy said he is hoping to fly the new B747-8 really soon.

(see photo on next page)

responsible ways. The secret then is to counter the potential for undesirable behavior induced by our human nature with a set of values. However, establishing values are not always the result of fear and adrenaline. Many people make dramatic changes without having been motivated to do so by a tragic event. In fact, the wisest among us create values strategically by asking two questions: What is important about (name of the item), and what will having, or not having (name of the item) mean to me?

Having a thorough preflight is important because it helps to reduce the mechanical factor in aviation accidents. Having minimized that risk, we can now be primarily concerned with making good decisions in a properly functioning airplane, something over which we have a direct influence. A thorough walk-around means that we have nearly complete control over what happens in the airplane. The two above questions, their answers, and the values they generate are an effective way that we might counter the darker side of our human nature. A story goes that a man using an outhouse accidentally dropped a \$5 bill into the pit. He opened the door and asked a friend standing nearby for a \$20 bill. He grabbed the bill and tossed it into the pit. His friend saw the event and asked, "What in the world did you do that for?" He replied "I'm not going down there for only \$5." It is apparent that we can accomplish things that are contrary to our nature when we have established a greater value for doing so.

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
Facilities:	<u>Oscar Naimi</u>	Cell 425-280-4618
Safety Mgr:	<u>Mike Dubbery</u>	Cell 425-239-3630
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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

Community Education

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

