

# ✈ 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>
Victor Agababor	III	RNT
William Dumar	II	RNT
Ian Grace	Guest	RNT
Maria Tilden	Guest	RNT
Michael Vallimont	III	RNT

### New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Clara Pathe	3/16	Karen S.
Collin Madden	3/22	Marshall
Mike Teather	3/26	Demco

### Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Peter Niklaus	3/17	Private	Wolvington

### Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team</u> , 6-9pm (Contact Walt Cameron)		TH	RNT
• <u>Board Meeting</u>	5:00pm	4/16	RNT
• <u>BEFA Membership Meeting and Crab Feed</u>		4/17	RNT

### From Your President By Bob Ingersoll

It's time for another Annual Crab feed (April 17, 2010). I hope I will see a lot of you there! It's also time to reflect on where we are as another year has rolled by. We will provide a "State of BEFA" briefing by the board to all who attend. For the rest of you I'd like to summarize the health of BEFA.

Our membership is down slightly but consistent with where we are this time of year. Our facility is in great shape and if you haven't already, go check out the Pilot's Lounge. Our fleet is also in great shape. We have incorporated upgrades; conducted scheduled overhauls; painted one of our C-150's (we plan to paint one aircraft every year); revised our fleet mix with purchase, sale, and relocation of aircraft between PAE and RNT to ensure we're getting maximum utilization of our fleet. Our financials present our biggest challenge. Boeing has stopped reimbursing our monthly lease cost and

at the same time the Renton Airport wants to increase our lease by 77%/ annum. Fortunately, we have a champion within Boeing, Mr. Dennis O'Donoghue, who has agreed to continue our lease reimbursement for 2010 and 2011 to allow us time to seek alternative revenues. The State of Washington is considering imposing a .05% Excise Tax on aircraft which could have a \$7,000/ year impact to BEFA. And the US Government is planning a .36 cent/ gallon tax on Avgas to help pay for the FAA Next Gen ATC System. It's like the perfect storm of Corporate, City, State, and Federal \$ impact all in a short period of time.

Fortunately, through excellent fiscal management we are in good financial health today. The long term impact of these changes presents a lasting challenge to BEFA.

The BEFA future is as solid as its membership. Everyone, from the Board, CFI's, Wes and staff, and all you volunteers have made and will make BEFA's future bright.

Our fleet is ready to fly and we need more hours flown to help our financial challenge.

"If the Wright Brothers were alive today Wilbur would have to fire Orville to reduce costs"

### Fuel surcharge rate for Apr-10

Aircraft	Base Rate	Surcharge	New Rate
C150	\$62.00	\$11.00	\$73.00
C172	\$75.00	\$15.80	\$90.80
PA-28-151/161	\$75.00	\$15.80	\$90.80
C172SP	\$80.00	\$17.80	\$97.80
Citabria	\$85.00	\$15.80	\$100.80
C182Q	\$102.00	\$26.00	\$128.00
C182RG (68T)	\$110.00	\$26.40	\$136.40
PA-28R200	\$119.00	\$18.00	\$137.00
C182RG (65C)	\$125.00	\$26.40	\$151.40
C172XP	\$130.00	\$15.20	\$145.20
SR20	\$133.00	\$24.00	\$157.00
CT210	\$169.00	\$30.40	\$199.40
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00

("M" and "NM" refer to members and non-members, respectively.)

## **Reminder: BEFA Membership Meeting and Crab Feed, April 17, 2010**

**By Joe Kranak, BEFA Vice President**

As we mentioned in last month's newsletter, the annual BEFA Crab Feed will be held this year on Saturday, April 17, 2010, at 5:00pm in the Renton hangar. The cost will again be \$16 for adults (the same as in past years). Children twelve years old and younger are still free. Payment may be made by cash, check or billing to your BEFA account.

If crab is "not your thing" and you plan to bring a "potluck" entree to share, just let us know ahead of time so we can ensure that enough table space and utensils are available.

As always, we could use some volunteers to help with logistics.

- Set-up and take-down of chairs and tables (4:00pm the day of the event).
- Placement of utensils, plates, napkins, and tablecloths (most already exist in storage)
- Wipe down, fold and stack tables after the event

Please sign up at the BEFA Office, or contact me directly at home on (425 391 6071), on my cell phone (206 856 7948), or via e mail [jpk4703@comcast.com](mailto:jpk4703@comcast.com) if you plan to help out, or are planning to bring a "potluck" item.

Please mark your calendar and we'll see you there.

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## **Safety and Operations Briefing**

**By Wes McKechnie, BEFA Operations Manager**

### **CRAB FEED VOLUNTEERS**

Please sign up with Diana or Mike at the office to volunteer for any of the Crab Feed chores. Saturday, April 10th is the big annual hangar cleaning day in preparation for the Crab Feed. Please contact the office to sign up for this specific task, [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com). They've been getting this down to a science now and it usually only takes about 4 hours or so now.

Also, there are other tasks on the day of the crab feed, (April 17th) that needs your gracious help. If those are more to your liking, please contact the office, [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com).

Thanks All

### **BEFA VOLUNTEER LIST**

If you would like to be on the BEFA e-mail volunteer list which sends out periodic tasks that need attention, please contact the Renton office with your name and e-mail address.

If you happen to see something you'd like to do, then just let us know. Thanks.

### **Live in the Renton Highlands? You are needed for the RAAC (Renton Airport Advisory Committee)**

If there are any members who live in the Renton Highlands, the Renton Airport Advisory Committee is looking for members who live in the Renton Highlands. It would entail a once a month meeting to discuss Renton Airport issues. Please contact Wes if you are interested ASAP. 425-237-2332.

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## **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, (CFI), Chuck Malmsten, Steve Beardslee and John Vian for helping with the billing.
- John Scarce for both tie down refurbishment and fixing the hangar electrical outlets.
- Bob Lancaster for donating and setting up lap top for the new pilot lounge.

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## **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.

- **The biggy is:**
- **Saturday, April 10th Saturday, 9:00am is the big annual hangar cleaning day in preparation for the Crab Feed. Please contact the office to sign up for this specific task, [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com) or call (425) 237-2332. We've been getting pretty good in preparations and it usually only takes about 4 hours or so.**
- **Also, we are in need of your gracious help the day of the crab feed, setting up tables, chairs, food servers, etc. If those tasks are more to your liking, please contact the BEFA office.**
- Someone to finish sound proofing the cracks between the pilot lounge and classroom.
- Someone to frame some very large flight deck posters for hanging.
- East window in the pilots' lounge has a leak, suspect flashing around top of window needs repair or modification.

- Someone to provide a large enough sheet to cover the projection screen in the hangar.
- Someone to hang the large BEFA letters on west outside wall of our RNT hangar building.
- 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 classroom.

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

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### **From Your Safety Officer**

**By Mike Sievers**

Under normal flying conditions, a mental error or two won't necessarily bring about an incident or accident. Once a mistake is made, pilots have other lines of defense, including their pilot skills which, presumably, has been tested or reviewed on occasion. However, if piloting skill in performing an emergency technique is rusty or lacking, the deficiency may remain hidden until such time that it needs to be utilized, requiring you to cope with that type of emergency.

If you have had to perform a go-around recently, either as required by events or during a check-ride, consider yourself lucky. Many pilots, once out on their own, don't revisit this training maneuver very often. In the pattern of routine flying, quick and accurate responses to adversity decay. And pattern practice that is taken advantage of is usually used to perfect the landing; not to pass one up for a practice go-around. Pilots who can fly a good instrument approach or land in a strong crosswind can become startled and fumble with procedures when the need to execute an emergency go-around crops up on short notice. As an example, on March 5, 1992, a Piper Arrow was being sequenced for arrival into the airport at Bangor Maine. There was other traffic inbound and the pilot had been advised to expect a delay. While maneuvering a few miles south of the airport, the pilot spotted a 2,000-foot private grass strip. The pilot asked if the strip was available and was advised that it was. He discontinued his arrival into Bangor to land at the small strip instead. As he touched down, he realized that there were ice patches on the runway and elected to go-around. The pilot raised the flaps to the full-up position and applied take-off power. Shortly past the departure end of the runway, the airplane struck a tree and fell to the ground, sliding into a garage and a parked car. One problem with an abrupt change of plans is the time constriction placed upon the pilot. So the need to be proficient in emergency techniques you may need become all the more important. The go-around or balked

landing is something that can be practiced virtually at will, and has a higher probability of being required on any flight. Some POHs are not always very detailed on go-around procedures to be used. However, two things are a given, and stressed in training. Power must be added first to transition to the climb, and an abrupt retraction of fully deflected flaps (the most common go-around error) may cause the airplane to settle back to the ground, or just stay near the ground until it is too late to clear any obstacles at the end of the runway.

The NTSB does not address the training experienced by the pilot above. Hopefully, during reading of the above accident, you picked up on the error quickly. But whether you did or not, resolve to review the emergency procedures for the airplanes you are checked out for now, and practice it under safe conditions; either solo in the company of a flight instructor, at the next opportunity.

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### **BEFA Beaver Fever**

**By Al Sipe, with help from Andy Hutchison,  
Ken Caley and Collin Madden**

This is a quick report on the recent Beaver Floatplane class held at BEFA on March 19 and 20. Also known to the participants as Too-Much-Fun! Arranged by our floatplane leader and champion arranger, Karen S., it was a rare opportunity to fly the workhorse of floatplanes.

More than 30 people showed up and Kenmore allowed 2 of their planes and pilots (Karen and Kevin Thompson) for the day. Thank you Kenmore Air! The class started on Friday night with a ground school, preflight, flight planning briefing. We got an introduction to the de Havilland DHC-2 (Beaver) complete with V speeds and systems, ending with a thorough walk around the aircraft.

Flight planning included a discussion on where to get weather information and some talk on flying to Canada. In addition to the normal aviation weather sites that wheelplane pilots use, WUNDERGROUND.com and the NOAA site were recommended. The general plan was to fly over to the Hood Canal, depending on weather.

7:30 Saturday morning found the first group of 12 pilots assembling on the dock with 2 yellow Beavers warming up. That big 450 hp radial needs about 15 minutes idling to come up to normal operating temperature. By 8 am we were loaded and ready to go.

Starting the big radial is different than a Cessna but not difficult. The trick is that there is a starter switch and an ignition switch. The drill is to set the throttle and then engage the starter, without the ignition, wait for a couple of blades to turn and then switch on the ignition. Easy except that it takes 2 hands and you need one for the throttle and one to hold the yoke back as well. The pre-takeoff checklist is

standard with mag checks and propeller cycling. Power is added to the supercharged radial slowly and we needed a little more time to get the oil up to operating temperature so we taxied toward the east channel. Once up to operating temp, set hydraulic flaps, lift the water rudders, ease the power in to redline, hold takeoff attitude, and wait to fly off the water.

The big plane is very stable in flight but the rudders seem to take forever to respond. We did a splash and go on Lake Washington to get a feel for the handling prior to taking on the challenge of other lakes. Recovering from turbulence induced yaws made the backseat passengers nauseous until the pilot got a feel for the response time

Once everyone had had their turn at putting the iconic Beaver on the water, we headed home. As we flew home, the whole plane was thinking what one pilot finally said "I am the luckiest person on the planet!"

Approaching Lake Washington, Kenmore called with a request to return one of the planes/pilots by 3 pm to accommodate their schedule. Unfortunately this meant that not everyone who signed up got to go on Saturday but there is a reschedule set up.

We landed at Kenmore for fuel. There is just something about pulling a yellow Beaver up to the Kenmore float dock that just screams Pacific Northwest.

After fueling, Karen put me back in the pilot's seat since I had only gotten one landing. I took off back down the lake, over the I-90 bridge and down the west channel for landing on the water at Renton.

What a day!

Additional input from Collin Madden:

I was thrilled at the chance to fly a Beaver a couple weeks ago as part of Kevin's 8am group. The prospect of float or amphib flying here in the NW is the dream that prompted me to pursue my private ticket in the first place, so I jumped at the chance.

As a student pilot and one year BEFA member (pre solo at the time by a few days), I wasn't daunted so much by the prospect of flying the airplane (I'd read it was docile in the captivating "Success on the Step" a few months prior), so much as I was nervous about flying floats for the first time in the company of half a dozen experienced BEFA pilots!

As it turns out, they were a gracious and supportive group, some float flyers, some not, but all with way more experience than I. Add to that, my take offs and landings weren't too scary except for the fact the pinball, oops, I mean the "ball" was all over the place. At least nobody threw up in the back, which was good.

The highlight was the last of my three landings, setting down in front of my folk's house on Richmond Beach, gently beaching, and swapping out of the left seat for the next pilot. All the while my grinning mom and dad, while helping to push us off the beach, were apologizing for not having coffee ready for the crew!

What a terrific experience! Great BEFA people and a particularly cool and competent Kevin who all helped make my dream journey to float flying just that much more inevitable.

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## Dispatched to Rwanda

### By Snoopy Brown, BEFA International Reporter

I was hanging around the office at the end of February with Diana, when Marissa, our newsletter editor, wandered in to say hi. Marissa mentioned that she was going to Africa on business. Diana said, "Where in Africa?" Marissa said she was going to Rwanda! My wings practically flew off of my chest! Diana said, "Would you like to take Snoopy? He's never been to Rwanda before!"

So that's how on a Friday morning, I found myself aboard a United Airlines flight to Washington DC. Also travelling with me was Kitty, a cat that belongs to Marissa's daughter. As you know, I don't usually get along very well with cats, but Kitty was very well mannered (for a cat) and a good world traveler. Next stop was Brussels, Belgium on a United 777. We transferred to a Brussels Airlines A330 that was going direct to Kigali, the capital city of Rwanda.



It was an amazing day to fly to Africa. It was CAVU all the way from just south of Brussels to somewhere in southern Libya. We had an amazing view from the Swiss and Italian Alps, Venice, Apennines Mountains, all the way to the central Libya coastline. I read my Jeppesen charts for Kigali before I left home. Regardless of which direction you arrive at Kigali, the standard instrument arrival procedure takes you on one of two DME arcs, both of which lead you to an ILS approach to Runway 28. The ILS has a 400 foot DH, due to high mountains and a prohibited area on the west side of the airport. Thankfully although it was night and raining when we arrived, it was nowhere close to minimums and the big Airbus' landing was very good (hate to say that, but it was true). Although it's an international airport, it's a very small terminal with no jet bridges. No ground tugs either – the big Airbus followed a ground truck to the parking area. Our plane turned until it was pointing back toward the runway, ready for its next departure.

Next morning (Sunday), I found myself with Kitty, Marissa and some of Marissa’s coworkers on a city tour of Kigali. Daylight revealed many, many, many, beautiful, lush, green tropical hills that surround Kigali. Rwanda is called the “land of a thousand hills”, and depending on where one measures it, Kigali is about 5000 feet above sea level. We decided to spend the morning touring the city, before our Monday AM meetings. We hired a driver with a small SUV through the hotel and then embarked on our tour.



*Some of the many hills in Kigali*

Kigali is a very clean city. Plastic bags are outlawed in Rwanda, the result of a country-wide campaign that cleaned up over 1 million plastic bags! While there are a lot of cars on the road, many residents walk everywhere. There is also a tremendous amount of change going on here – lots of new roads being built, brand new homes and businesses under construction all around the areas we visited. Many of the poorer neighborhoods are being redeveloped. Residents are selling their homes and land to the government in exchange for land and new housing elsewhere in the country.

A must see stop in Kigali is the Genocide Memorial. It was funded in part by a UK organization dedicated to the remembrance and prevention of genocides. The tour starts outside in the gardens, full of beautiful tropical flowers, and symbology that remembers those who were killed. Over 250,000 people are buried at this memorial site. The tour ends in the museum, which has displays that describe the history of Rwanda, the political situation and history which led to the genocide, and the outcome, including the stories from the survivors (in Kinyarwanda (Rwanda’s national language), French and English). The statistics on how many Rwandan citizens were affected by the violence is astounding. Virtually every Rwandan living today knows someone who was killed, or had a family member killed. Especially sad is the story of the children who were killed. It was a very horrific time in history. After visiting the museum, I was even more impressed by the Rwandan citizens' determination to make their country a better place, while never forgetting what they have been through.



*Genocide Memorial Grounds*

We went to a local open-air market. Many tables in a row were piled high full of fresh fruits, vegetables, staples, kitchen tools, fabrics, crafts, and clothing. The aisles were very crowded and full of shoppers and vendors.

We had to visit the famous Hotel des Mille Collines, the subject of the Hollywood movie, "Hotel Rwanda." One of Marissa’s coworkers talked with a hotel employee who had worked there since 1990 and therefore had been through the genocide. We were surprised to learn that while the hotel was a refugee center during the genocide, the killings which allegedly occurred there did not. And we also learned that the hotel scenes were not even shot in Rwanda – they were filmed in South Africa! (Well, it is Hollywood after all...)



*My visit to Hotel des Mille Collines "Hotel Rwanda"*

It’s a small aviation community there. Everybody knows everybody else. Jacques, the Brussels Airlines station manager, shares the US newspapers from his flights with Jack, the chief operating officer of Rwanda’s national airline, RwandAir. Jack used to work for Southwest Airlines! There are very few small GA airplanes. We learned from some folks at the Rwanda CAA that this is the Ethiopian Airlines station manager’s SUV – notice the unique tire cover!



Some other things we learned, sometimes the hard way:

- ATM/Cash Machines: *If* they are working, they usually accept VISA only!
- Restaurants: Many don't accept VISA or Master Card, but do accept cash!
- Airline flights: You must visit an airline ticket office (in person!) three days in advance of your flight to reconfirm that you will be on your flight home, otherwise they may not save a space for you!
- Cell phone coverage: Very reliable and good quality!
- English is the language of aviation, but a working knowledge of French won't hurt!

Many thanks to Marissa for helping me to write this report about a beautiful and interesting part of the world!

**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](mailto:chuck.malmsten@boeing.com)

**Classified Ads**

*This space available for members' classified ads. Please contact the newsletter editor for details.*

**Officers and Staff**

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	1) Ops Manager: Leave voicemail (425) 237-2332 or Pager 206-540-7720	
	2) Ops Officer, or 3) Any Board Member	
<b>Everett</b>		
<b>Office:</b>	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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<b>Safety Mgr:</b>	Mike Dubbery	Cell 425-239-3630
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