

✈ 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>
William Dumar	II	RNT
Tom Follett	II	RNT
Matt Konvalin	I	RNT
Marc Lilly	III	RNT
Brendon Scholtz	II	RNT
Maria Tilden	Guest	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Arthur Longlie	4/16	Guthrie
Jay Whitmore	4/29	Lund

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Ajay Kishinchandani	4/25	Instrument	Wolvington

Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team</u> (Contact Walt Cameron)	6-9pm	TH	RNT
• <u>Board Meeting</u>	5:00pm	5/21	RNT
• <u>Float Pilots' Meeting</u>	6:00pm	5/12	RNT
• <u>RAeS Museum of Flight Meeting</u> (see page 4)	6:00pm	5/18	BFI

From Your President By Bob Ingersoll

The Annual Crab Feed was a wonderful time of great food and meeting and hearing from other BEFA members about each other's flying experiences. Congratulations to Joe Kranak for all his efforts and all the volunteers that made this event a success!

I reported in last month's issue BEFA's overall health which we discussed at the Crab Feed. We are in an ongoing dialogue with the Renton Airport regarding our lease. At this time, it appears the Renton Airport wants to resolve our differences through arbitration. If this becomes necessary it is a very arduous and expensive process, much like a trial. Your Board is working with legal counsel to review our position and possible options through negotiations. Our goal is to resolve this issue in the overall best interests of BEFA

members and sustain our good will with the Renton Airport.

It appears the Washington State Legislator has closed on their budget issues without imposing an Excise Tax on aircraft. The FAA also appears to be a long way from implementing a tax for the NextGen ATC System. These are both good news items for our BEFA finances.

We have just renewed our annual insurance policy for BEFA. It is essentially unchanged from the previous plan except we are revising the liability provision from \$3M to \$2M / member. If you recall we had been at \$2M for many years except last year. By doing this our premium is \$18,000 less than last year.

We will continue to look for ways to improve BEFA's financial performance and revenue opportunities. I hope you all get a chance to fly this month. I took my granddaughter to Friday Harbor last weekend and it was a great experience and reminded me why I love flying and will continue to do everything possible to make BEFA a success.

Fuel surcharge rate for May-10

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$62.00	\$11.99	\$73.99
C172	\$75.00	\$17.22	\$92.22
PA-28-151/161	\$75.00	\$17.22	\$92.22
C172SP	\$80.00	\$19.40	\$99.40
Citabria	\$85.00	\$17.22	\$102.22
C182Q	\$102.00	\$28.34	\$130.34
C182RG (68T)	\$110.00	\$28.78	\$138.78
PA-28R200	\$119.00	\$19.62	\$138.62
C182RG (65C)	\$125.00	\$28.78	\$153.78
C172XP	\$130.00	\$16.57	\$146.57
SR20	\$133.00	\$26.16	\$159.16
CT210	\$169.00	\$33.14	\$202.14
PCATD-M	\$15.00		\$15.00
PCATD-NM	\$20.00		\$20.00

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

Interesting Opportunity Available By Austin Watson, BEFA Treasurer

Help wanted assembling the 2010 BEFA rate calculation study. I need an eager, disciplined assistant to gather and compile data on BEFA flying costs. All data and a basic cost model spreadsheet are available. Familiarity with Microsoft Excel required. This is a fantastic opportunity to learn how

the finances of airplane ownership work. If interested, please contact Austin Watson at the email address under the officers section of the newsletter.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

OVERSPEEDING PROP INFORMATION

The following is an article discovered by our resident test pilot, Tom Twiggs on findings of how to handle an over speeding constant speed prop for our complex pilots.

CE-10-21 Propeller Overspeed in Piston Engine Aircraft dated March 17, 2010.

Introduction: This Special Airworthiness Information Bulletin (SAIB) alerts operators, pilots, and aircraft manufacturers of concerns for an optimum response to a propeller overspeed in piston engine aircraft with variable pitch propellers.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.

Background: Recently, a single-engine aircraft experienced a propeller overspeed during cruise flight at 7,000 ft. altitude. The pilot reported that the application of throttle resulted in a propeller overspeed with no appreciable thrust. The pilot attempted to glide to a nearby airport and established the "best glide" speed of 110 knots (as published in the Pilot's Operating Handbook). The pilot was unable to reach the airport and was forced to conduct an off field landing.

It was determined that the propeller experienced a failure that caused the blade pitch change mechanism to move to the low pitch stop position. This caused the propeller to operate as a fixed pitch propeller such that it changes RPM with changes in power and airspeed. The low pitch setting allows for maximum power during takeoff but can result in a propeller overspeed at a higher airspeed.

A performance evaluation of the flight condition was performed for the particular aircraft model involved in this incident. This evaluation indicated that an airspeed lower than the best glide speed would have resulted in increased thrust and enabled the pilot to maintain level flight.

There are numerous variables in aircraft, engines, and propellers, which affect aircraft performance. For some aircraft models, the published best glide speed may not be low enough to generate adequate thrust for a given propeller installation in this situation (propeller blades at low pitch stop position).

The graph below (*editor's note, see the SAIB*) shows thrust versus airspeed for a typical propeller model set at a 12-degree blade angle and maintaining 2,700 revolutions per minute (RPM). From the graph, note that at over 118 knots this propeller is incapable of generating a positive thrust and airspeed has to be lower than 95 knots to generate enough thrust to overcome the aircraft drag, i.e. maintain level flight. While different propeller models have different thrust characteristics and different aircraft have different drag characteristics, the concept remains the same – the lower the airspeed the more thrust there is available at a given RPM.

A review of pilot's operating handbooks from several aircraft manufacturers showed they did not include emergency procedures for a propeller overspeed. In cases where overspeed procedures were published, the procedure said to simply reduce throttle. More appropriately, the procedures should advise the pilot to control a propeller overspeed by throttle reduction and a reduction in airspeed as much as practical with an adequate margin above stall speed such that level flight can be maintained.

Recommendations: Pilots; The operators of aircraft with variable pitch propellers should be aware that in certain instances of propeller overspeed, the airspeed necessary to maintain level flight may be different than the speed associated with engine-out best glide speed. The appropriate emergency procedures should be followed to mitigate the emergency situation in the event of a propeller overspeed; however, pilots should be aware that some reduction in airspeed may result in the ability for continued safe flight and landing. The determination of an airspeed that is more suitable than engine-out best glide speed should only be conducted at a safe altitude when the pilot has time to determine an alternative course of action other than landing immediately.

For Further Information Contact: Timothy Smyth, Aerospace Engineer, 2300 East Devon Ave., Des Plaines, IL 60018; phone: (847)294-7132; fax: (847) 294-7834; e-mail: timothy.smyth@faa.gov

Grievances:

- 4/22/10 739BT Aircraft found left with no gust lock, door unlatched and unlocked, pitot cover left off.
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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) and Chuck Malmsten for moving planes prior to the wind storm.
- Howard Wolvington (CFI) for help with the FBO manager networking.
- Jack Yager (CFI) for filling oil cabinet.
- Dmitri Nikonov for purchasing paint for the locker room.
- Shad Pipkin (CFI) and Jim McClelland for help with the invoice mailings.
- Harlan Zentner for painting and trim work.
- Mary Watson for repairing pitot covers.
- Jack Rodgers for repainting the deck and seats.
- Dan Poole for facilities help.

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.

- We need a large sheet or covering for our projection screen in the hangar.
- Someone to replace the Culligan water filter in the office sink.
- 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.

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

In recent years, the FAA has worked to communicate the importance of promoting and integrating runway incursion awareness and prevention. A runway incursion is the unauthorized entry of any vehicle (airplane, truck, etc.) onto the runway. This can include crossing the hold short line with the spinner of a C172, or positioning an entire 747 into take-off position without clearance. It can be the fault of the pilot in command or the controller in the tower. The FAA has asked CFI's and DPE's to assure that for every candidate for an airman's certificate, during every flight review, and during every aircraft transition, the CFI verify the candidate's knowledge about every facet of ground operations, and that these individuals can demonstrate orally and practically an understanding of airport signage, lighting, and taxiway/runway surface markings. Airport signage brochures and placards are regularly distributed at FBOs, aviation conferences, and seminars; examples of which can be found at the BEFA office counter in Renton.

The FAA produced 10 best practices that pilots are urged to follow. They remain essential, key actions that will reduce runway incursions and are as follows –

1. The need to read back all runway crossing and/or hold short instructions.
2. The need to review airport layouts as part of the pre-flight planning, and before descending to land, and while taxiing as needed.
3. The need to know airport signage.
4. The need to review Notices to Airmen (NOTAM) for information on runway/taxiway closure and construction areas.
5. The need to not hesitate to request progressive taxi instructions from ATC when unsure of the taxi route.
6. The need to check for traffic before crossing any runway or entering a taxiway.
7. The need to turn on aircraft lights and rotating beacon or strobe lights while taxiing.
8. When landing, the need to clear the active runway as quickly as possible then wait for taxi instructions before further movement.
9. The need to study and use proper radio phraseology as described in the Aeronautical Information Manual (AIM) in order to respond to and understand ground control instructions.
10. The need to write down complex taxi instructions at unfamiliar airports.

The FAA emphasis of this program is being directed at both the pilot and controllers across the country. Whether you are at an unfamiliar airport or at your home field, adherence to the above practices by both side of the radio is expected. Asking for progressive taxi instructions, for example, is not an undue burden on the controllers and is, in fact, understood in the tower and encouraged. Aviation safety is everyone's business, but as noted on every test and oral exam, the pilot has the ultimate responsibility to ensure that safety is carried out in the aviation environment, whether in the air or before getting there.

Flight of the Beaver
By Mike Zyskowski

With a wag of a tail and the beat of a drum
 The nine cylinder radial hammered and hummed
 As she splashed her way towards the dock to the lee
 The waiting pilots all watched with anticipation and glee

Clamoring aboard, trying not to fall in
 Karen kept a tight ship and the ball rollin'
 Quick dock release and start of the engine
 We taxied away to a seaborne heaven

Flaps to take-off, clear the way
 Throttle forward, up and away!
 Over the water, low and steady
 Wisps of the sea against her belly

Up and over Seattle, fully in sight
 Of the sparkling dance of water and light
 On to Poulsbo and Liberty Bay
 Vashon, Bainbridge and Blake Islands make way

The freedom to pick a runway you like
 Watch for debris, a clear line of sight
 Power to 1800, work the flaps
 80 knots...steady...feel the splash

Column back full, power to idle
 Realize a dream, put on a big smile ☐
 Cut the engine, climb out on the float
 A seal looks wondrous at the flying boat

Nothing quite like flying a beaver
 Karen said it was true, but I didn't believe her
 And ever since logging my ½ hour of time
 I still haven't come down from being on cloud 9

Thanks to Karen S., BEFA and Kenmore Air for making this experience possible!



Float Pilots' Meeting May 12

The next Float Pilots' meeting will be at 6:00pm May 12 in the BEFA classroom. See you there!

So You Want to be an Aviation Historian?

Special Event at Museum of Flight

May 18, 2010, 6pm

At the next Royal Aeronautical Society (RAeS) meeting on May 18th at 6pm, the Museum of Flight's Senior Curator, Dan Hagedorn, will speak and answer your question, "What next?" That is the question posed by Dan to anyone who has amassed a private collection of aeronautica. Speaking from the point of view of an enthusiast who became a photographer, collector and author, Dan will remind RAeS members and guests that completing the mosaic of the first century of flight may involve one's own unique contributions, and that organizing them and planning for their disposition when the inevitable day arrives requires deliberate action. Dan combines his 27 year military intelligence experiences with 20 years on staff at the Smithsonian's National Air and Space Museum to illustrate that our aviation heritage belongs to all of us, and that no contribution is too small to be documented and preserved.

Please note – This lecture is free of charge to all, and your friends and family members are welcome. For more information, contact: Pam Valdez, RAeS – Seattle Branch Honorable Secretary. Email address: <mailto:RAeS-SBsecretary@hotmail.com>

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

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

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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	
Everett		
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