

✈ 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>
Howard An	III	RNT
Mark Ranger	II	RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Mark Selby	5/1	Pipkin
Dan Poole	5/5	Sievers
Bryan Tomperi	5/16	Olmstead

Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Tom Staggs	2/17	Comm SES	Spanier
Matt Johnson	5/10	Private	Davis
Jack Rogers	5/13	Private	Demco
Austin Wood	5/14	Private	Pipkin

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>Seaplane Pilots</u>	6:00pm	6/9	RNT
• <u>Board Meeting</u>	5:00pm	6/18	RNT

From Your President By Bob Ingersoll

Last month I reported that it looked like BEFA and the Renton Airport were headed to arbitration to resolve differences regarding our lease at the airport. After a lot of constructive discussions with the Renton Airport, last night I signed a Memorandum of Agreement with the Renton Airport that precludes that process and provides for a re-configured square-foot profile. By shrinking our footprint we are able to absorb the new square-foot \$ rate with minimal impact to our planned budget for the lease. This change will in no way effect our daily operations at BEFA. It will reduce the number of sub-let tie downs and parking area on our ramp but this should be transparent to BEFA members. I consider this a win-win for BEFA, its members, and the Renton Airport. Now all we need is some clear skies to build up our flying hours.

Fuel surcharge rate for Jun-10

<u>Aircraft</u>	<u>Base Rate</u>	<u>Surcharge</u>	<u>New Rate</u>
C150	\$62.00	\$11.83	\$73.83
C172	\$75.00	\$16.99	\$91.99
PA-28-151/161	\$75.00	\$16.99	\$91.99
C172SP	\$80.00	\$19.14	\$99.14
Citabria	\$85.00	\$16.99	\$101.99
C182Q	\$102.00	\$27.95	\$129.95
C182RG (68T)	\$110.00	\$28.38	\$138.38
PA-28R200	\$119.00	\$19.35	\$138.35
C182RG (65C)	\$125.00	\$28.38	\$153.38
C172XP	\$130.00	\$16.34	\$146.34
SR20	\$133.00	\$25.80	\$158.80
CT210	\$169.00	\$32.68	\$201.68
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.

Grievances:

- 5/12/10 7568T oil dip stick not secured.
- 5/20/10 cover found left off of 32521, reinstalled.
- 5/31/10 736NN Gust lock left off, pitot cover off, seatbelts not stowed.

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 and Paul Ust for installing data bases.

- Mark Gapanoff for donating a new C-172S POH to the library. (Who ever took the ones without signing them out, please return them).
- Mason Helms, Shad Pipkin (CFI), Bob Ingersoll, Paul Ust and Will Allen (CFI) for billing help.
- Julia Bitze and Diana Spence for painting.
- Dan Poole for ramp work.
- Shad Pipkin (CFI), and Paul Ust for moving planes.
- Jack Rodgers for sanding and painting the deck.
- Dayne Olmstead (CFI) for springing for the hot dogs, chips and soda's for the BEFA Open House.

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 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 1/2" 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

There are some airplane systems that pilots really need to know about. Actually, we should know all of the airplane's systems well. If the airplane is a simple trainer, then there is not that much to remember. If it is a complex machine, there is a lot of equipment to break and, Murphy's Law being what it is, it will break sooner or later. There is no reasonable

excuse for a pilot not having the knowledge about the hardware that they fly. There was a recent (non-BEFA) incident involving an airplane with an electric trim malfunction. The pilot wound up fighting the trim and nearly losing the airplane because he was not familiar with the trim disconnect system. There are several ways to disconnect the trim and, if you are going to fly an airplane with such a system, you should be familiar with all of them. You won't have the time to read the fine print after the system fails.

Some airplanes need fuel pumps to be on during take-off and landing; others need them off. Each procedure can be unique and getting the switch in the wrong position for take-off can result in bad things. The engine may flood and quit or the engine may starve and quit. It is likely that neither scenario will be on your flight plan. A take-off is not a place to learn that your system knowledge is lacking. If the alternator fails, what are the indications? Some ammeters show a load on the system, while others show a rate of charge or discharge. What is the re-set procedure? What if it does not work? How long will the battery last? Can you get the landing gear and/or flaps down?

The good news is that there is no mystic, inaccessible source to research in order to find the answers to your system questions. The answers can be found in the airplane POH. The most common area where a pilot's system knowledge comes up short is in avionics. Even the basic nav/com equipment now has new twists and turns that require extra time to learn. This should not be a surprise since flying technology has, and always will, advance. If you are going to be the master of all you survey, then you need to master the systems of your survey vehicle first. As we have all seen and hard, a good pilot is always learning.

Lake Whatcom Fly-in

By Austin Watson

May 15th turned out to be a perfect float flying day. Nobody could have asked for better, weather and a better response from all the Washington Seaplane Pilots' Association (WSPA) pilots involved in the Lake Whatcom fly-in and meeting with the NW Washington emergency response community. Representatives from WSPA, Sudden Valley HAM Radio Association, South Whatcom Fire Authority, and community leaders from Sudden Valley, Birch Bay and Lummi Island organized the event to discuss how the unique capabilities of seaplanes can be leveraged in an emergency situation. Nine planes arrived including two Beavers, several Cessna's (including BEFA's C172XP N736NN), a Seabee and an Aviat Husky. Pilots gave valuable insight and input into how we can start to integrate seaplanes into the emergency management system in a disaster situation. The event was inspired by last year's highly publicized Lake Isabel cleanup which was a great example of pilots working together with community organizations to the benefit of all.



N736NN at Sudden Valley

Daniel's Flight

By Austin Watson and Daniel Rhodes

Ten year old Daniel and I have something in common. At ten we both were enamored with everything aviation and wanted to fly. When I was ten, the Boeing 727 made its first flight and when Daniel was ten, the Boeing 787 made its first flight. On May sixth we made our first flight together in N78440, a 1968 Cessna 172K. Here is our story from both of our perspectives.

Daniel and his mother arrived just before 5PM, signed a release form and we were off to see the plane. It became apparent Mom needed to understand how a 42 year old airplane was safe for her son so I enlisted the help of Boeing's 747 chief mechanic. We explained how airplanes were constantly rebuilt and maintained to strict FAA standards. The explanation would have been much shorter if the plane had had a pristine paint job and nice seats. In the end I said, "Mom, you need to go now so we can go fly. Come back at 7:30 PM."

Daniel and I went inside for a preflight discussion. We reviewed our planned route, Renton (KRNT) to east of Lake Sammamish, to Paine Field (KPAE), to Seattle (KSEA), and back to Renton. We looked up all the frequencies we would need and noted them down. Then we discussed pilot interference 91.11, which pretty much boiled down to, "Don't speak unless spoken to. If you are scared or feel sick speak up." I showed Daniel the barf bag in my kneeboard and asked if he ever got sea sick or nausea. "No". I said, "Sometimes it happens to everyone and if you do feel sick, then speak up, don't be embarrassed, take the bag and do your best to barf in it. Just get on with it, have a good barf, and you'll feel a lot better." Wide eyed, he nodded.

Daniel had been on a few flights before and I asked what they had done, trying to discover if he had experienced any maneuvers like slow flight steep turns or stalls. Stalls were not on the list of things to do today, but steep turns were a possibility. His answer was, "We went somewhere. I think it

was Tacoma."

It was time to go to the plane and I explained that there was no bathroom on board and sent him off to do a preemptory visit to the men's room.

At the plane preflight was normal per C172 checklist, however I explained all the steps to Daniel as they were executed. We got in the plane, adjusted seats and headsets and discussed emergency egress procedures and keeping hands and feet off the controls. Feet on rudder pedals weren't going to be an issue as Daniel had about 18 more inches to grow before they even reached the floor. Long sloppy shoelaces were a potential hazard and we got them tucked away.

I talked through all the steps from engine start through taxi clearance and runup and shortly we were at the hold line on runway 16 requesting. "Renton Tower, Cessna 78440 at runway 16 for Factoria Departure." After clearance and a final check of my passenger, we took the runway, departed and headed north and east for the Sammamish plateau.

We passed over the mall and under some clouds and noted the updraft bumps, then over the lake and some down draft bumps. On the plateau at 3500 feet it all smoothed out and I trimmed the plane to show Daniel how stable a Cessna 172 is. I asked how he was feeling ("fine"), and if he wanted to do some turns where we tipped over a lot ("ok"). We did an almost-steep turn left then rechecked passenger ("ok"), and did one to the right.

Next stop Paine Field, Everett for a touch and go on the big runway and a view of the new 787 and 747-8, the Dreamlifter, and an old B-52. We were cleared straight in 34L with a left downwind departure.

Now it was south over Puget Sound being careful to stay out of the way of Boeing Field approach corridor. I pointed out to Daniel that our airspeed was 90 and our ground speed was 100, saying, "I wonder why they are different."

Approaching Vashon Island, we contacted Seattle Tower and requested an eastbound transition for Renton and were cleared through the Class Bravo Airspace at 2000 feet over the numbers on 34C. Daniel, being in the right seat was able to watch the evening rush hour of arrivals to the south and landing under us as we crossed over the airport.

After being cleared out of the SeaTac airspace we proceeded to Renton and landed north on runway 34. N78440 was light and didn't really want to quit flying that evening but with enough flap and reduced power we got her coaxed down right on the aim points at 7:25 PM.

After putting away the plane, we did a post-flight debrief. I re-explained the route of flight, marked it on an old chart and gave it to Daniel. Before returning him to his smiling and brave Mom, I gave him two assignments, (1) explain why the airspeed and ground speed were different, and (2) write me a story about our flight. Here is his story:

"Thank you very much for taking me up in the plane on Thursday. The weather was great with no rain or wind.

First we checked the bolts to see if they were loose at all.

Then we checked to see if there were any animals living inside the exhaust and the engine. We checked the air pressure in the wheels of the plane. Next we checked the color of the gas. After that, we checked the oil. Then we put all the oil back in the plane, the gas went into the wings and the oil went into the engine. Lastly we got in the plane, turned on the plane and hooked up our headphones. Then it was time to get out of the plane and push it to the runway.

Once on the runway we got in, started the engine, and taxied it out. You wrote down some numbers of how many times the propeller goes around. Then we told those numbers to the tower and asked if we could take off. They said yes and we took off.

Before we even started checking on the plane we had planned where we were going to go. So as we had talked about, we went from the Renton airport to Payne field. On our way there we did some exciting turns in the air. We landed at Payne field and saw some cool airplanes. We saw a bomber and some dream lifters. It is hard to believe the dream lifters can even fly. They are so huge!

After that, we took off and flew over the Puget Sound and Alki. We also went over SeaTac and talked to the tower there but didn't land. Then we headed home and landed there.

While we were in the air I learned about the clouds and what makes them flat underneath. If they are not flat underneath it makes the plane ride real bumpy.

Oh yeah! Then you told me about a math problem. Could you please tell me what that was about again?

OK back to where we landed. So we landed and taxied to the parking place. Once we got to the parking area we turned everything off, unbuckled, got out, pushed the plane into its spot and took down some numbers. Then we got out, hooked the ropes up, went inside, and drew a line of what route we took. You gave me the map and then we left."

Reading Daniels version of the flight is a good lesson for an aspiring CFI or any pilot who is taking along inexperienced passengers. What you think you are explaining clearly may be perceived unclearly. Explain and then question to verify understanding.

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

This space available for members' classified ads.

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Maintenance ACE Aviation 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: Brian Behrend Wk: 425-342-5428
Cell: 425-280-1215

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Safety Mgr: Mike Dubbery Cell 425-239-3630

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