



www.befa.org

840 West Perimeter Road, Renton WA 98057

January 2014

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

| | |
|------------------------|-----|
| Tim Acheson | RNT |
| Eric Burlingame | RNT |
| Max Zuppe | RNT |

CALENDAR

Monthly

Aircraft Maintenance Team: Meets every Thursday from 4-8 pm at the Renton Office. Contact Walt Cameron for more information.

January 2014

Board Meeting, 1/17 at 4pm, Renton Office

From Your President

By Steve Beardslee

2013 was a good year for BEFA; our staff did a great job of managing the day-to-day operations and maintenance of our fleet of 18 aircraft, and we've had a safe year of flying. We've also made significant progress in planning for our future. Of course, there remains much to be done and we expect to have a full agenda for 2014 – to include:

- Continue the avionics upgrade of our aircraft to meet the FAA mandate for Automatic Dependent Surveillance Broadcast (ADS-B). We completed N5344K and N97PD in 2013, and have now scheduled another aircraft for upgrade in February.
- We have verbal agreement for purchase of 2003 Cessna 172S; assuming it passes its pre-purchase inspection; we should take possession in January.
- Continue the testing of Flight Schedule Pro at Everett as a potential replacement for Schedule

Master. Assuming it continues to perform well and passes a favorable evaluation, we would expect to implement it BEFA-wide.

- Get N758NF operational with EDO 2440 floats, and re-energize our float plane community. The area around the seaplane dock has now been dredged.
- Continue the process of establishing a new non-profit organization that will act as a "public charity and carry an IRS tax classification of 501(C)(3). This is now underway, and we expect to gain Washington DOR and IRS approvals in 2014.
- We will continue to evaluate the feasibility of establishing a "for-profit" corporation for renting hangar space and providing additional revenue and upgrading our facilities.
- We are searching for a suitable BEFA operations facility at Everett.

Please congratulate Howard Wolvington for being selected by the Seattle FSDO as the Western Washington nominee for the FAA General Aviation Awards Program CFI of the Year. His nomination will now move on to the Regional evaluation and potential National evaluation levels.

And a personal comment – our BEFA members not only share a common interest in aviation, but both individually and collectively, they possess an extraordinary breadth and depth of knowledge, experience, skills and talents. When working individually as volunteers, or together in a team environment to evaluate and solve some of BEFA's many "challenges" – the results are truly impressive. We can do 2014!

Fly Safe!

Aircraft Rates

| January-2014 | |
|--------------------------|-------------|
| Aircraft | Hourly Rate |
| PCATD-M | \$ 15.00 |
| PCATD-NM | \$ 20.00 |
| Redbird FMX (member) | \$ 65.00 |
| Redbird FMX (non-member) | \$ 85.00 |
| C150 | \$ 88.16 |
| C172 | \$ 105.95 |
| PA-28-151/161 | \$ 105.95 |
| C172SP | \$ 119.07 |
| Citabria | \$ 122.45 |
| R172K XP Float | \$ 119.07 |
| C182Q | \$ 150.56 |
| SR20 (HOBBS) | \$ 165.44 |
| C182RG (68T) | \$ 167.58 |
| C182RG (65C) | \$ 196.17 |
| CT210 | \$ 245.82 |

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

From Your Operations Officer

By Oliver Meier

Over the last three month's BEFA has been searching for a late model 172SP to add capacity and modernize our fleet.

The market is incredibly tight on late model 172S's in great condition. Average time on market for these aircraft is around 5 days. During the search, we reviewed around 40 aircraft, 10 of which made it to the log book review stage. After missing out on two airplanes, we finally found a third which looked even better. The aircraft was listed on Dec 24th, we called on Dec 26, reviewed the logs and spoke with the owner on the 27th, made an offer on the 28th and had a verbal agreement in place by the 29th.

The aircraft, N2164Z is a 2003 172S with 1850 hrs on the airframe and engine.



It's identical to N97PD (prior to the GTN upgrade), our most popular 172, with the exception that it has a KMD-550 multifunction display, no ADF, and cup holders!

As of Dec 31 we're about to sign the purchase contract and are halfway through the pre-purchase inspection. By the time you read this the aircraft will likely be purchased and weather permitting en-route back to BEFA.

Stay tuned for more updates on this exciting addition to BEFA.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

VFR CHARTS NEEDED, PLEASE DONATE OLD ONES TO THE OFFICE

The Aviation Ground Schools need you last cycle VFR Sectional charts for their classrooms. Please send them via Boeing Interplant Mail, to M/S 94-35, or drop them off at the office. Thanks!

MIXTURE CONTROL ON PREHEAT CARTS

Please remember that the same elements that apply to mixture control on airplanes also holds true with the preheat carts. We had a hose melt on the vertical preheat cart from the mixture setting being too high. If it's too hot, remember to 'enrichen' the mixture to lower the temperature to an acceptable level. See Wes for a quick demo.

"HEADS UP" for SPRING AVIATION GROUND SCHOOL AS FOLLOWS:

NOTE: THESE CLASSES ARE TUITION REIMBURSABLE TO BOEING EMPLOYEES (with a "C" or better grade through Boeing LTP program). THESE CLASSES ARE

ALSO OPEN TO THE GENERAL PUBLIC. Enrollment has NOT started yet.

Private Pilot Ground School SOUTH, HELD AT RENTON AIRPORT: There are 2 classes available, Morning session and an Evening session, Tuesdays and Thursdays starting April 8th through June 12th, 2014. Approximately 3 hours per class, 60 hours total. Morning Class starts at 10 am, Evening class starts at 4:45pm.

Instrument Ground School SOUTH HELD AT RENTON AIRPORT: One evening class on Mondays and Wednesdays starting April 7th through June 16th, 2014. Approximately 2.5 to 3 hours per class. Evening class starts at 5:00pm.

For these SOUTH classes, Register with Renton Technical College, (RTC). RTC Class registration see: <http://www.rtc.edu/ContactUs/> and view course description. Contact by phone is Joanne, Registrar, at RTC, 425-235-2352, for enrollment questions.

Private Pilot Ground School NORTH HELD AT PAINE FIELD: There are 2 classes available, Morning session and an Evening session, Tuesdays and Thursdays starting April 8th through June 12th, 2014. Approximately 3 hours per class, 60 hours total. Morning Class starts at 10 am, Evening class starts at 5:00pm.

Instrument Ground School NORTH HELD AT PAINE FIELD: One evening class on Mondays and Wednesdays starting April 7th through June 16th, 2014. Approximately 2.5 to 3 hours per class. Evening class starts at 5:00pm.

For these NORTH classes, Register with Everett Community College, (ECC). ECC Class registration see, <http://www.everettcc.edu/enrollment/> and view course description. Contact ECC Registrar by phone at 425-388-9219 for enrollment questions.

THANKS TO THE BEFA CREW!

We give thanks to the hard-working members of the BEFA crew, who tirelessly meet on Thursdays and volunteer many hours of their time to help us cost-effectively maintain our fleet. Here they are, hard at work on January 2, 2014, with leak repairs. Thanks so much for your hard work!



Grievances:

- Misuse of the heat cart caused over-tempering and melting of hose.
- 9537Q - Still looking for someone to provide an answer of what the white powder in the cargo floor of 9537Q is?
- 12/18/13 704GC found with tiedowns left off and unchocked.
- 5344K cover left off and found in 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:

- Tyler Wilson, Matt Drooyan, Shad Pipkin and Denise Stecconi for repositioning 7568T for paint.
- Dan Williams for helping with the Cub Scout tour of the control tower.
- Gary Pipkin and Howard Wolvington for the ferry flight of 97PD.
- Bob Ingersoll, Bob Guthrie (CFI) and Shad Pipkin (CFI) and others for covering while I was gone.
- Oliver Meier for repairing the engine pre-heat cart.
- Tyler Wilson and Nathan Gollcher for updating and refining our website aircraft data section.
- Gary Pipkin for a bunch of plumbing type work, siding fixes and weatherproofing the float crates.
- Paul Ust for installing data bases.
- (Note: I lost some data during the past month. If I missed some folks' contributions, please contact me.)

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 updated volunteer project list for your generous consideration:

- Web site aircraft "features list" requires fact checking and editing.

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

**Pacific Northwest Cold Weather
Seaplane Operations**
By Austin Watson, CFI

The winter in the Pacific Northwest can be the most beautiful time of year to fly, with clear sky and mountains covered in pristine white fresh snow. The air is wonderfully thick and cold and your plane leaps off the water and flies with great efficiency.

When the perfect days of winter are here they call out to us to play hooky from work or whatever else keeps us busy and to just go fly. But freezing air and freezing water require special consideration.

Guidelines: Don't launch if 32 degrees or less. Don't launch if predicted to become 32 degrees or less. Set personal limits of at least 34 degrees (better yet 37 degrees) and rising or stable temps predicted. Think about upper air temp and when it may put your wet airframe below freezing. remember -2 deg C (-3.5 deg F) per 1000 feet is standard lapse rate.

Your rules may vary. Set some personal limitations before you leave the house in the morning.

Bad outcomes specific to floatplanes in cold conditions:

- 1) Water rudders freeze down during taxi. This is annoying and requires return to base. Don't fly.
- 2) Tail control surfaces and control cables freeze up during takeoff run and the pilot loses ability to control airplane once airborne. This one can be fatal.

- 3) Ice and amphib wheels don't play well together. Use your imagination for possible outcomes. Best to stay on the hard surface and out of the water when in freezing conditions.
- 4) Spray from wind or during a slide can build up ice on cold airplane surfaces, increasing takeoff weight and altering aerodynamic properties of wings and control surfaces.
- 5) Docks, Ramps, Floats and Steps can be icy leading to slips and falls, broken or bruised body parts.
- 6) Falling into Puget Sound waters is never good with average temperatures in the 40s leading to rapid onset of hypothermia. Combine that with freezing temperatures and restoration of body temperature becomes even more problematic. Lake waters can be expected to be lower than Puget Sound, even freezing. Look for ice.
- 7) In winter, the sun crosses the horizon at a low angle and can make visibility particularly difficult. This is exacerbated by dirty windscreens. Risk of collision with objects on water is increased. Keep your windscreen clean and avoid landings and takeoffs into the sun if possible.

Regarding warming up your plane: There are books and endless debate-advice on this so I'll say a little... It's a good idea to always warm up on land or tied to the dock prior to launch. Do not find out you have a dead battery or engine while floating to across the lake. It's happened at Renton before. In summer I do five minutes. In winter at least 10 minutes. Beavers even longer, so I've read and noticed. In all cases, Don't take off until oil temp is per Pilot Operating Handbook. Read your POH and follow the procedures.

Austin Watson, CFI

BEFA Pilot Inputs Requested
By Bob Carpenter

I have a small company which has developed an FAA certified Aircraft Device Cradle, and a companion product line called the Wireless AirData System. I am seeking inputs from pilots, including BEFA members, regarding features that pilots and owners would find

useful in these products. I'd appreciate feedback via an online survey I've put together which can be found at my web page:

<http://carpenterdev.com/WADS.html>

All the information about his products are on the page, and the Pilot and Owner Survey link is also there and easy to find.

All survey respondents are eligible for a drawing to win one of five Apple > iPad Minis being awarded - see the survey for details.

As BEFA members you are also "Owners", so please respond to that part of the survey too - fill out the owner part with one or several of the BEFA planes in mind.

Also, if you use Twitter please learn more by clicking the Twitter Follow icon found on the page.

I greatly appreciate your support, and will donate \$1 per survey submitted (up to \$1000 max) to AOPA Foundation's Air Safety Institute.

If you have questions regarding the survey or my company's products, I can be reached at the email address or cell phone number below.

Thanks for your consideration and assistance.

Bob Carpenter
bobc@carpenterdev.com
(m) 206-250-7280

CLASSIFIED ADS

DIRTY CARPETS OR UPHOLSTERY?

BEFA Members get a 15% Discount

ABC Jet Steam Clean

Carpet Cleaning, Upholstery Cleaning

425.221.2244 or 425.289.6527

abcjetsteam.com

Kel & Deb Brown (BEFA members)

CONTACT INFORMATION

BEFA Homepage: <http://www.befa.org>

SCHEDULEMASTER: <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 has a Facebook Page](#)



On final approach to RNT

OFFICERS AND STAFF

President

Steve Beardslee Home: 425-432-6343
 M/C 94-35 Cell: 206-295-2256
bear98038@earthlink.net

Vice-President

Glenn Dalby Cell: 206-962-0709
 M/C 94-35 Home: 206-546-2308
glenn.r.dalby@boeing.com

Treasurer

Chuck Malmsten Cell: 425-466-1437
 M/C 94-35
chuck.malmsten@gmail.com

Ops Officer

Oliver Meier Wk: 425-717-2229
 M/C 94-35 Cell: 510-541-2142
Oliver.meier@gmail.com

Safety Officer

Kip Davis Cell: 206-406-7262
 M/C 94-35 Wk: 206-406-7262
michael.k.davis@boeing.com

Secretary

Damian Monda Wk: 253-657-3601
 M/C 94-35 Cell: 206-280-6953
aerobender@yahoo.com

Operations Manager

Wes McKechnie Hm 206-932-2935
 M/C 94-35 Wk: 425-271-2332
befa_ops@mindspring.com

Staff

Mike Lunning and Diana Cassity
befa_office@mindspring.com Wk 425-271-2332
 Fax: 425-271-2066

Patti Guy Wk: 425-271-2332
befa_account@mindspring.com Fax: 425-271-2066

Maintenance

- ACE Aviation** Contact, in order:
- 1) Ops Manager: Leave voicemail (425) 271-2332 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 the focals below.

PAE Coordinator: Steve Kirsch (CFII/MEI)
 (206) 851-6663

Maintenance: Anish Taylor (425) 501-7031

Facilities & Support: Oliver Meier
 Wk: (425) 717-2229 or Cell: (510) 541-2142

Safety Manager:
Steve Kirsch (CFII/MEI) (206) 851-6663

Membership and Communications:
Steve Baier (425) 785-9219

Newsletter Editor

Marissa Singleton Wk: 425-965-3590
mksingleton@hotmail.com

Webmaster

Steve Isaacson steve.isaacson@gmail.com
 Chuck Malmsten chuck.malmsten@gmail.com



Aerial view of PAE