



www.befa.org

840 West Perimeter Road, Renton WA 98057

September 2014

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Eric Metcalf **Class III** RNT

New Solos!

	Date	Instructor
Tom Warren	8/1	Demco
Hunter Bloch	8/11	Yager
Christopher Carhart	8/23	Catalfamo

New Ratings

	Date	Instructor
Kevin Craft, Private	8/3	Catalfamo
Jim Myers, Private	8/10	Catalfamo
Chris Gelsi, Seaplane	8/15	Wolvington
Yuly Wung, Private	8/20	Held

CALENDAR

Monthly

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

September 2014

Boeing Auburn Site Family Day, 9/21 from 11am till 3pm. Volunteers needed to staff the BEFA information booth! Please see Glenn Dalby's article in this newsletter.

Board of Directors Meeting, 4pm 9/19 at Renton Office

From Your President

By Steve Beardslee

It's still summer, and we've had a couple of months of great flying weather. BEFA aircraft flew 645 hours in July (about the same as in July 2013).

We sold 704ML to Aviat Aviation in Wyoming; they will completely rebuild it as part of a cooperative effort with AOPA. After it's rebuilt it will go to a flying club.

With the departure of Ryan Zulauf, the City of Renton is actively working to find a new Airport Manager to replace him.

At the Renton Airport Advisory Committee meeting on August 19th, there was a presentation from Mead & Hunt (consultant contractor) regarding the FY 2014 update to the Airport Master Plan. 90% of this effort is funded by FAA, and 10% by the City of Renton. This appears to be a good effort and is worthy of BEFA involvement to ensure our future needs are included and considered. This is also important as we now have four years to renew our lease with the City of Renton.

The demolition of the 820 building is now complete, and we have a vacant lot immediately south of our BEFA facility at Renton. At some point, we will have new neighbors.

Fly Safe!



On Final Approach to RNT

Aircraft Rates

September-2014	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 65.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 100.85
C172	\$ 122.61
PA-28-151/161	\$ 122.61
C172SP	\$ 139.51
Citabria	\$ 139.70
R172K XP Float	\$ 164.18
C182Q	\$ 173.66
SR20 (HOBBS)	\$ 170.96
C182RG (68T)	\$ 184.68
C182RG (65C)	\$ 202.56
CT210	\$ 252.82

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

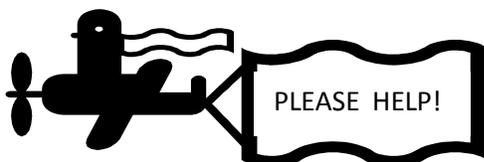
Volunteers Still Needed for Boeing Auburn Site Family Day!

Sunday, September 21st, 2014

By Glenn Dalby, BEFA Vice President

The Boeing Auburn site will be holding their biannual Family Day and Open House on Sunday, September 21st and volunteers are needed to staff a BEFA information booth and exhibit. 3500 people are expected this year and this is a great marketing opportunity to get the word out about BEFA to many new prospective members.

The event runs from 11:00 am to 3:00 PM with set up starting an hour before at 10 am. We are seeking a minimum of four volunteers to staff two shifts and assist with set-up and take-down. You do not need to be a Boeing employee to participate as a BEFA volunteer and visitor badges will be available for guest members and staff who wish to help out. A sign-up sheet is located in the Renton office or you can call the office at 425-271-2332. For questions, please contact Glenn Dalby 206-962-0709 or email at glenn.r.dalby@boeing.com.



Flight Schedule Pro – Phase II

By Oliver Meier, Operations Officer

By Oliver Meier, Operations Officer

BEFA is working to complete our full transition to FSP. Overall the scheduling transition has worked out well. I thank our pilots and staff for their patience. The end result is well worth it. As some of you may have noticed, FSP is actively being developed and improved by the owners. An iPhone app was released earlier this year and has already seen several updates to enable more functionality. There are plans for significant upgrades to it to enable more functions and allow pilots & staff to have all the same functions provided by the website. Speaking of the website, Version 4.0 is currently in beta test and will soon be deployed. The functionality will remain consistent with V3.0 (the current interface) but will offer significant refinements and new features.

Our next big step is to implement electronic time keeping and maintenance tracking at Renton starting November 1.

We have already done this at PAE at the beginning of 2014 and have had excellent results. Regal Air (our maintenance provider) is very satisfied with it as are our pilots and staff.

A user guide is currently available on BEFA.org on the homepage under the Renton Flight Schedule Pro Users announcement. The new areas pilot should familiarize themselves with are the "Check AD's and Recurring Maintenance" as well as "Dispatch (Check-Out) an Airplane" and "Check In an Airplane (after return)". If you have any further questions feel free to contact your CFI, Staff or myself.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

ELECTRICAL CONTRACTOR NEEDED

If you know of any electrical contractors who can provide a reasonable bid to run some power out onto our ramp isle in front of the BEFA RNT hangar, please have them contact Wes.

SUNSCREENS

We've added a pair of sunscreens for the overhead "skylights" in 7568T, and also for the Citabria. CITABRIA PILOTS: NOTE WE HAVE SUNSCREENS NOW FOR WHEN THE CITABRIA IS OUTSIDE AT EVENTS. They cover both the "skylight" and front window. They are in the

parachute cabinet, if needed. **NOTE:** When installing the "skylight" portion of the sunscreens, please be gentle on pushing the suction cups to the Plexiglas, and pulling them back off.

ROTOR RATING

Congratulations to Ed Miao who just acquired his rotor rating.

WEATHER WATCH

We're coming up to the cusp of a seasonal change which always makes guessing weather a bit "squirrely", so be sure to level the playing field by playing it conservative. We'll have more on weather issues and minimums next newsletter, followed by information on winter flying operations. But, in the meantime, the long range crystal ball of the weather forecasters is calling for a drier fall than normal which can bring some of the best flying of the year with improved performance to boot, but it is getting dark earlier, so think about grabbing your favorite CFI if you have not flown night ops in a while, and remember the currency limits to carry passengers at night.

Grievances:

- 41896: Cover was left off
- 5344K: 8/19/14 gust lock left off
- 662AJ: 8/27/14 Ballistic pin left out and nose plugs left out
- 97PD: 8/27/14 Pitot tube cover left off

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:

- Jess Simonson and Steve Kamnetz for filling oil bottles and transferring them and other supplies to PAE BEFA, and bringing back the empties. (Oil bottles!).
- Sean Klosterman for repositioning plane to maintenance.
- Paul Ust, Howard Wolvington and Steve Beardslee for installing the GPS databases.
- Matt Smith for delivering the parachutes.
- Rochelle Oslick for picking up the parachutes.



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:

- Replacing or repairing some of the hangar downspouts
- Anyone with a working knowledge of Real Player software please see Wes.
- Painting the inside of the reception area.

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

Bubba Goes to Oshkosh

By Fred Quarnstrom

This is my third year of flying to Oshkosh for the EAA show. It is the largest air show in the US if not the world - 10,000 aircraft and 500,000 airplane geeks. It is a hoot. The flight to and from was a non-event. Other than the two afternoons flying across western Montana and the Dakotas it was smooth as glass. The plains states are flat but convective turbulence will loosen your fillings and vertebrae. Not dangerous but it does gain your attention. The alternative would be to fly 3 days 6 AM to noon. Bozeman, Montana, turned out to be a difficult place to get a motel room for the night. It looked for a while that Bruce and I might have to share a bed or sleep in the plane.

On the way back, we snuck into Renton an hour after a thunderstorm and 2 hours prior to the TFR for Sea-fair. With ForeFlight on my iPad, it was easy to monitor what was happening at KRNT from Spokane west. We had several alternatives planned if the storm had not continued north.

The following event happened this year on our landing at Oshkosh. A NOTAM booklet is published for those who are arriving. The plane in front of us did not have one. Enjoy...

If you have not flown to Oshkosh for the EAA Airventure, you should add it to your bucket list. This was my third year. My first adventure was made with some trepidation. Two of us, both pilots, went to BEFA's Redbird motion simulator and dialed in the Oshkosh

airport area and flew the potential approaches to better prepare ourselves. I would recommend using BEFA's Redbird motion simulator for any airport that you have no previous experience with. Both the airport layout and its surrounding terrain graphics took the edge off of the challenge of arrival and provided some familiarity. Our Oshkosh NOTAM booklet was highlighted, and had tabs to quickly get us to the appropriate approach if we had questions.

Briefly, at 30 miles out you put the transponder on standby and turn on your landing and taxi lights. You are to approach and fly over the town of Ripon at 90 kts. at 1800'. You proceed NE up the railroad tracks to Fisk. The first year we were told to "rock your wings" at Ripon to identify our plane and get cleared to Fisk. Another "rock your wings" and they cleared us to our runway and told us to tune the radio to the tower frequency for that runway. The tower then informed us when we were cleared to land. The Runway has a number of dots that span the runway, each a different color. Often you are requested to land on one of the dots. This allows several aircraft to land in rapid succession. "Cleared to land 36 L" for instance, lands you on the yellow dot. Then you're instructed to "Clear the runway onto the grass as soon as possible." All of this happens without us transmitting a check-in or any reply.

This year there was no request to "Rock your wings" at Ripon. Ripon has a GPS waypoint too, RIPON and Fisk FISKE. Just dial in your GPS if using it to help with the visual ID. There are several lakes that can be used as holding patterns if there is lots of traffic. This has never happened to us, but we did practice flying around Green Lake in the RedBird simulator just in case.

This year I flew with a former Navy and airline pilot and BEFA member with 20 hours in his logbook for every hour I have. Communication was an easy job since you do not respond to the ATC directions. In fact, they prefer you not to respond! There are so many aircraft in the vicinity that if all pilots replied, the frequencies would be unusable.

As we approached Ripon we heard the following exchange between pilot and controller. The names and numbers have been changed to protect this poor fellow. In fact, I was laughing so hard I cannot remember them. He came through loud and clear with a strong Forest Gump accent.

"Oshkosh tower this is Cessna 172 N123AH with the numbers for landing.

"Cessna 3AH, sir, do you have the NOTAM booklet for landing at Oshkosh this week?"

"No, Ma'am, I don't know about no booklet. I just want to land and go to the air fair, 3AH."

"Sir please monitor 120.7 and they will give you directions. Turn and fly to Ripon."

At this point a woman controller responded on 120.7 "Cessna 3AH where are you?"

"Ma'am I don't rightly know. I can see a couple of small towns but no runways. One of the little towns is about 3 miles ahead of me, 3AH. By the way my name is Bubba." He just described most of Wisconsin and Minnesota, a "few small towns and a couple of lakes."

"3AH what is the color of your Cessna?"

"It is a mostly white, 3AH."

"3AH, is your transponder on?"

"Yes Ma'am I always use a transponder."

"Please squawk 'ident' and shut off your transponder."

Squawking 'ident', 3AH."

"3AH, you are 3 miles SW of Ripon. Please put your transponder on standby."

"Oh, I always fly with it on, 3AH."

"We want you to shut it off. We have too many airplanes in the air. If they all had their transponders on we would see nothing on our radar. Shut it off now."

We were about 6 miles from Ripon and could see a white high-wing aircraft down about 500' above the ground "S" turning on the way to Ripon. His speed was about right but he was way too close to the ground. He crossed over Ripon and continued a searching "S" pattern.

"3AH you just crossed Ripon please proceed NE over the railroad tracks."

"Ma'am I don't see no railroad tracks. There is a road, can I follow that? 3AH?"

"3AH, we see you and you are heading the right direction you are right over the tracks right now. Just look down."

We watched him "S" turning below and in front of us, clearly still looking for the tracks and very low, about 500'AGL. He was approaching the little town of Fisk.

"3AH are you at Fisk?"

"I don't rightly know. I still haven't found the tracks, 3AH."

"White high wing aircraft over Fisk, rock your wings." Nothing happened.

"White high wing aircraft over Fisk, rock your wings." Nothing happened.

"3AH, !Bubba! rock your wings now! Good, you are over Fisk. Turn right to 090, you will be on a left base to Runway 36 L"

"3AH, turn right to 090, right now!"

"3AH Bubba, turn hard right to 090 right now!"

"Oh, you are talking to me. 3AH"

The woman controller had way more patience than I would have had. I probably would have said, "Bubba turn left to 270 and proceed west until it gets very quiet because you ran out of fuel."

"3AH, tune to the tower 126.6 now, follow their instructions. Do not respond to them, just follow their instructions."

We were still a mile behind in trail and were given the same instruction. We tuned in 126.6 and heard. "White high wing aircraft on short base you are cleared to land on 36 L. Land on the yellow dot. White high wing aircraft 2 miles from final, land on the purple dot. When possible both of you exit the runway onto the grass and follow the handlers who will direct you to parking".

"Oshkosh tower I don't know about no yellow dots. I have never landed on a dot before, 3AH."

"3AH, just land on runway 36 L. When possible, turn onto the grass and follow the handlers who will direct you to parking."

"Ma'am I usually stay on taxiways at airports, 3AH."

At this point the tower asked us to land on 36 R. Runway 36 R is usually a taxi way. It looked awfully narrow to us. I responded it is fine, you are not landing a 757.

Bubba clearly was not going to land down the runway and it was doubtful that he would get off the runway in time so we could land. We landed and turned into the grass and were directed by the ground crew to parking.

The last I heard of Bubba was the controller telling him to "Add power to get to the North end of runway 36 L as quickly as possible to get out of the way of a flight of biplanes who were arriving and needed the wider runway. Keep your taxi speed up, 60 is not too fast. Yes, you will have to turn on to the grass to get to parking."

This all happened Monday July 28 at about 12:05pm. The two controllers deserved a medal for patience and understanding. I bet Bubba will get the NOTAM booklet next year. I don't remember the pilot's name or aircraft number, but I chuckle every time I think about this event.

A couple of days later I was riding one of the trams to get to the seaplane base and the fellow sitting next to me started telling this story. I added and the pilot's name was Bubba. This pilot had been a few miles behind us and could not see Bubba's plane. We both had a good laugh and high praise for the controllers.



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Kel & Deb Brown (BEFA members)

1968 Cherokee Six PA32-300

1/4 Share for Sale \$20,000

New engine: 50hrs SMOH

3 blade prop 2006

Rebuilt tip tanks 2009: Total Fuel capacity 84 gallons;

Typical Fuel burn 12gal/hr

Full fuel payload capacity approx 975 pounds

New Garmin SL40 radios 2011

Contact Bob Carter for further information

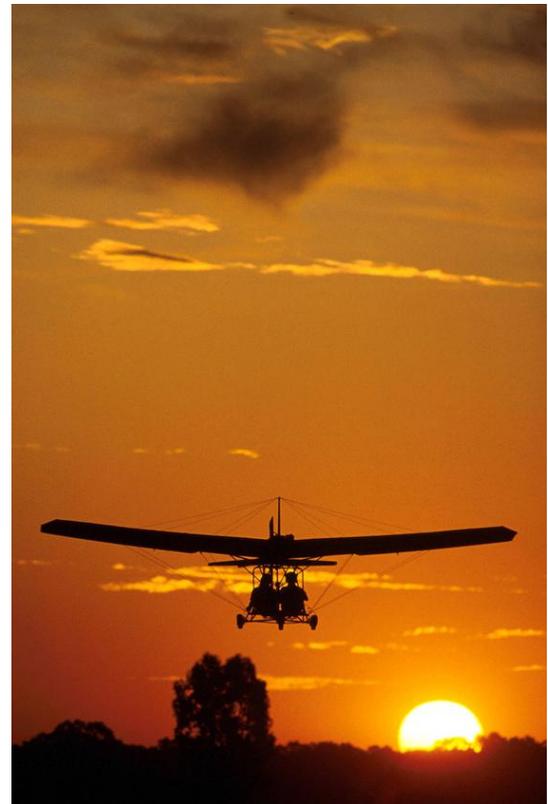
425-466-9917

bandscarter@comcast.net

See photos below



N4082R | Copyright by Philippe Bleus | 2010-08-24 | KRNT | Airport-Data.com



"To invent an airplane is nothing. To build one is something. But to fly is everything."

- Otto Lilienthal

CONTACT INFORMATION**BEFA Homepage:** <http://www.befa.org>**SCHEDULEMASTER:** <http://www.schedulmaster.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****OFFICERS AND STAFF****President****Steve Beardslee** Home: 425-432-6343
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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)**

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(425) 501-7031

Facilities & Support: Oliver Meier

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