

# BEFC Beacon

October, 2004

P.O. Box 9383 • Wichita, KS 67277-0383

## Aces win landing, bomb competitions

BEFC pilots demonstrated their skills at the October 9 spot landing and bomb drop competitions. Congratulations to the winners!

### Spot Landing Contest

- 1<sup>st</sup>: John McCabe / Larry Houtz
- 2<sup>nd</sup>: tie Stan Stallbaumer
- 2<sup>nd</sup>: tie Brian Harrison
- 3<sup>rd</sup>: tie Steve Martz / Rich Henderson
- 3<sup>rd</sup>: tie Pong Lee & Bob Collins

### Bomb Drop Contest

- 1<sup>st</sup>: Steve Schroeder / Orin Baker
- 2<sup>nd</sup>: Steve Hill / Francesco Marradi
- 3<sup>rd</sup>: Steve Martz / Jack Sargent



N2234E about to touch down in the Spot Landing Contest. (Photo by Jon Sommers)

## Fuel levels deserve pilot attention

Twice recently, when reviewing fuel tickets, the Board noted aircraft landing with critical fuel levels. For the safety of our members, we've gathered advice from instructors.

Brian Harrison advises, "We all know how uncomfortable it is to sit in an airliner..., so be good to your passengers and yourself by taking the break. Take some time to learn about local aeronau-

tical features from the folks at the FBO." Refreshing the pilot, as well as the aircraft, has a double safety benefit.

Lauren Rezac noted, "The only place, by regulation, that fuel gauges have to be accurate is on E." He also mentioned that ground run time, and fuel bladder shifting can give a pilot less usable fuel than he or she thought.

See Fuel, pg. 2

## Board of Directors meeting summary

The Board met Thursday, October 7 at 4:30 p.m. in the 190Z building.

### Maintenance

Major items: N5221E has a new carburetor air box. N5987K turn coordinator, starter, crankshaft seal repaired. N8316M ADF inoperative.

### Membership

3 joined, 2 resigned, 0 LOA.

The next Board meeting is scheduled for November 8, 4:15 p.m. in the 190Z lobby conference room. All members are welcome to attend.

### Financial

#### September Aircraft Use

2234E	46.1
5221E	39.7
5087K	46.3
182YA	27.4
747BF	35.0
8316M	21.1

#### September Income

A/C Rental	\$13,097.
A/C Cost	-\$17,354.
Other Income	\$4,726.
Other Expense	-\$352.
Net	\$117.

## New member greetings

BEFC would like to welcome our new members **Kevin Rose, Nathan Ball, Steven Palmer and Robert Johnson.**

## New treasurer, instructor

**Brian Harrison** is the new BEFC Treasurer, the point of contact for your billing and finance concerns. Also, **Kurt Byars** has been authorized to give instruction in BEFC aircraft.

## Hangar Party Nov. 13

This year's All City Hangar Party will feature John and Martha King, speaking about "the joy of flight" and their varied aeronautical experiences. Social hour begins 5:30 p.m. Saturday, Nov. 13.

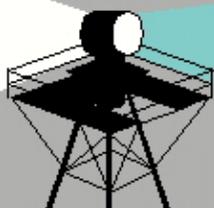
Tickets for the event, including barbecue dinner by Bodacious Smoked Meats, are \$12.00 each, may be purchased from the Cessna Employees' Flying Club office, 517-6727. Dessert, apple pie with ice cream, is available with a \$2.50 dessert ticket. If you have questions, contact Bob Collins at 393-8816.

## Board nominees wanted

If you or someone you know would like to serve BEFC as President, Operations Officer, Secretary, or Membership Officer, join the running! Submit your nomination to any officer. Nominations close November 1.

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Story ideas and submissions are welcome and may be directed to Andy Baker.



## Members study mountain flight

by Bob Collins

Thought it would be good to report on the trip made by myself and five other club members to participate in a mountain flying class and flight instruction session. On September 29, 2004 Lee Smith, Jonathan Sommers, Steve Martz, Jonathan Latall, Jeff Karst, and Bob Collins flew to Leadville, Colorado with a stop in Pueblo, Colorado to take part in a Mountain Flying class. Lee Smith coordinated the class and dual instruction with the Leadville Airport FBO. Flying time to Leadville was approximately 4.0 hours (182RG). There was a slower flight - not sure how long they took.

All those who went attended a class session on Friday afternoon/evening covering high altitude aircraft operation,

weather, and wind affects on high altitude aircraft operation. Saturday morning Jeff Karst, Lee Smith, Jonathan Sommers, and Jonathan Latall flew to several airports in the mountains as well as crossing several passes. Sunday morning Steve Martz and Bob Collins flew with the instructor to the passes and landed at some of the high elevation airports (none as high as Leadville). Lee, Jonathan, Jonathan and Jeff flew 182YA in the area as Bob and Steve made their flight. Sunday morning at about 10:30 both planes started for home with a lunch stop in Pueblo, Colorado.

To say that the scenery was breathtaking would be an understatement. All arrived home safe. Be sure to ask if they enjoyed the experience.

**Contact Lee Smith for information about joining a group to return to Leadville for another mountain flying class in spring.**

## Fuel (cont'd from pg 1)

Regarding fuel planning, Mark Ross writes, "Every time you land somewhere, and stay, and then takeoff again, you will use a lot more fuel during startup, taxi, run-up, takeoff and climb. This amount can be more than the 1.5 gallons mentioned in the Weight & Balance section of the POH. It's very important to calculate this fuel burn as part of your pre-flight planning."

Ross recommends refueling every 3 hours of flight time. Frank Newman adds that at each stop, if the upcoming leg is more than an hour, get fuel.

Newman described a fuel experience he had as an instructor on a flight from Wichita to Topeka and back. On the return flight, after refueling, Newman and his student encountered low-level jetstream winds. At Emporia, he noticed a low ground speed. Between Emporia and El Dorado, his ground speed slowed below 50 knots. "It took us forever to reach Wichita (I think it was 2.7 hours) and I was glad that we topped-off at Billard. There are not many fuel-stop options between Emporia and El Dorado," he said.

Rezac noted that pilots need to recognize changes in situation, such as winds or route, and update plans accordingly.

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## Mountain flying pictures shared by members

(Photo courtesy Lee Smith)



(Photo courtesy Jon Sommers)

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