



www.befa.org **April 2016**
 840 West Perimeter Road, Renton WA 98057 Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Curtis Jacobson	Class III	RNT
Miguel Palmero	Class I	RNT
David Stopsen	Class I	RNT

New Ratings! **Date** **Instructor**

Hidemasa Miyamoto, Private	3/15	Kamnetz
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CALENDAR

Monthly

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

April 2016

Board of Directors Meeting, 4pm 4/15 at Renton Office

BEFA Annual Membership Meeting and Crab Feed 4/16 (Saturday) at 5pm at Renton. See the Vice President's report for more information and to sign up to help!

From Your President
By Steve Beardslee

As we approach spring AND the start of the flying season, we have longer and warmer days -- and expect more flight hours. In the last month, we completed three annual inspections and engine overhauls (37Q, 64Z, and 68T). 78440 is still in work, but we expect it to up by the end of April. This also means we've spent significant money to make it happen and be ready for the flying season. We expected this and we're OK with

it, but *we will be pleased* to see more flight hours as the weather improves.

The cost of avgas bottomed in February, rose slightly in March; we expect it will rise again in April, and will be reflected in the May rental rates.

We've had a shortage of CFI's in the recent past, but we are encouraged by receiving some very highly qualified BEFA-CFI candidates, both for Renton and Everett.

We continue to work the lease agreement with the City of Renton (*the current lease expires at the end of Dec 2019, but has an option to extend it to the end of Dec 2019*). The Lease Committee met with the Renton Airport Manager, and we are being encouraged to negotiate a new 35-year lease for the 840 parcel (our current location on the Renton airport). We will continue to plan and do due diligence to understand the City of Renton's expectations what would be required of us, and also how we would fund the improvements to our existing Renton facilities that would be required. This is starting to move at a faster pace; we will keep you posted.

Also, we continue to work plans for a BEFA facility at Everett. This makes good sense so far, but we still need to plan facility and funding requirements. This remains a funding challenge, but we plan to work it. We'll also keep you posted as this develops.

We'll plan to discuss these at our Annual Meeting and Crab Feed, scheduled for April 16th. In the meantime, please...

FLY SAFE!
Steve

Aircraft Rates

April-2016	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 90.77
C172	\$ 107.92
C172SP	\$ 122.97
Citabria	\$ 125.18
R172K XP Float	\$ 147.68
C182Q	\$ 149.19
SR20 (HOBBS)	\$ 157.44
C182RG (68T)	\$ 159.91
C182RG (65C)	\$ 200.32
CT210	\$ 237.69

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

BEFA Annual Membership Meeting and Crab Feed

By Bob Bumpous, BEFA Vice President



The BEFA Annual Meeting and Crab Feed will be held this year on Saturday, April 16, 2016, at 5:00 PM in the Renton hangar. BEFA will again be providing Crab as the principal entrée along with BBQ and a variety of salads, rolls, desserts and

beverages (water, soft drinks, and coffee). For members who would prefer items other than these, space will be set aside on the serving table to accommodate "potluck" offerings. Just let us know ahead of time what you plan to bring, and whether any special provisions are required (i.e. electrical power for warming trays, etc.). Those bringing potluck items of their own should plan to arrive a little early (~4:30pm), so that the serving tables can be ready to go when the dinner service begins at five.

A registration form for the meeting is on the counter of the BEFA Renton office where you may sign up in person. Or if that's inconvenient, you may notify the BEFA office staff by phone, or e-mail them at befa_office@mindspring.com. Please let them know that you'll be attending and how many guests you expect to bring. The cost this year will be \$20 for adults and children over 12 (BEFA lost money on this last year, so there is a small price increase). Children twelve and

younger are still free. Payment may be made at the door by cash, check or billing to your BEFA account.

As always, we need some volunteer help with logistics. A separate sheet will be provided identifying the various opportunities available. Help with this will be greatly appreciated. Some of the tasks include:

- Pre-Meeting Planning
- Clean up the hangar for the Meeting.
- Pre-Meeting Logistics, get the main course, salads, rolls, drinks, desserts, etc,
- Set-up and take-down of chairs and tables (4:00pm the day of the event).
- Placement of utensils, plates, napkins, and tablecloths (most already exist in storage).
- Serving during the meal.
- Wipe down, fold and stack tables after the event.

You may also contact Bob Bumpous, 425-306-7094 or bobbumpous@comcast.net if you will be willing to lend a helping hand. Please mark your calendar and we'll see you

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

"MOTHER" BOEING NEXT DOOR AND TEMPORARY FENCE LINE MOVEMENT

Boeing is well into the pad upgrade on the property just south of our Renton property. They requested and we approved temporarily moving the south boundary north by 8 feet for 2 months, which we allowed. This will not appreciably effect our operations. You'll soon be seeing 737 MAX airplanes parked there.

SUMMER FLYING SEASON

We're ops prepping for the summer flying season. Most of the heavy maintenance should be completed by April, with a few stragglers by the end of May, but there is always a plane or two whose scheduled maintenance is going to fall into summer due to previous unexpected issues throwing the planned schedule off, so when planning your long cross-country, please be sure that your plans do not interfere with maintenance schedules. Check to see if you'll need to do oil changes, transponder certs, airworthiness directives, etc. while on the road. If your long cross country flight is close enough to some routine type maintenance, let us know and we'll arrange to capture it just prior to your flight, which gives Maintenance a chance to give the plane a

quick once-over too, just prior to your cross-country. Steve, in his President's article, gave a current rundown of the several engine changes we've completed this winter/spring. We're also going to have 4801D, which also has a relatively new engine in it, back on line any day with the new Garmin 650 touch screen GPS, and ADS-B capability. Also the front and back seats are having custom top quality leather seats being installed. These may be a little behind the completion of the avionics upgrade as we had to repair and repaint the frame work of the seats before we could recover/re-foam them. 735LH is the next plane to get the new leather seat treatment. We'll probably wait until Fall/Winter so as not to impact 735LH's summer flying season, unless we can get some loaner seats to keep it flying over the summer. 739BT and 735LH are next up for the avionics upgrades. Needless to say there have been a lot of new engines installed, paint jobs, interior and avionics upgrades over the last 12 months. The avionics upgrades are roughly \$25,000 per plane, the interiors, \$3,000 TO \$5,000, engines with install, depending where the install cycle is at runs from \$30,000 to \$40,000, then there is all the standard and routine line maintenance. The good news is, we've had the money to pay for all of this, though we're cutting it close sometimes!

What can the pilots do for the upcoming season? Obviously, go beyond just the "company" recurrency requirements, and get truly "re-proficient". Been a while since you've been over the mountains? Redo a mountain check ride. Night ops years old? Grab a CFI and get reacquainted. The sun is staying up longer and longer, so now is the time to get night current before you need a 10:30 pm flight departure to comply. Happy Landings.

AIR MEDICAL CONSULTATION

Remember, BEFA member Dr. Martin Makela will be available on Thursdays during the Crew night for consultation on aero-medical issues. Please call the office well in advance and advise that you'd like a consultation, so that we can let Martin know.

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:

- Paul Ust & Howard Wolvinton (CFI) for continued updating of the GPS data bases.
- Joe Minor for repositioning planes to maintenance.
- Julia Bitzes for repositioning planes to maintenance.
- James Walker (CFI) for yard work at BEFA.
- Andrew Boike for helping with the billing.
- Martin Makela for donating the coffee maker, and a bunch of coffee pods.
- Kathy Beller and Bob Guthrie (CFI) for picking up the parachutes.
- Dave Berard and Michael Sealton for moving planes to maintenance.
- Brent Smith for helping with his company, deal with an office plumbing issue.
- Bob Guthrie (CFI) for shuttling planes to maintenance.
- Kevin Cheney for fixing up the RNT facilities
- Mark Gaponoff for fixing the ramp ladders
- Warren Morrison & Bob Guthrie for helping stuff the invoices.

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:

- Someone with experience writing press releases, to write one for BEFA's charity, "BEFACT". See Wes asap, or email: befa_ops@mindspring.com.
- Someone to help with weed control spraying on the BEFA RNT ramp.

From Your Operations Officer

By Oliver Meier, BEFA Operations Officer

All pilots: Just a quick reminder that Flight Schedule Pro Version 4 will be deployed starting April 1.

From Your Safety Officer

By Matt Smith, BEFA Safety Officer

...Pull towards vertical and establish a vertical up-line....hold that until the airplane has nearly stopped climbing.... Kick full left rudder and watch the wings form an arc through the horizon. I'm thinking..."The

judges will love that. That was a pretty hammer-head." As I establish the vertical down-line and the plane begins to accelerate, I see something in the periphery of my vision...."Holy Criminy...that's a plane below me in the aerobatic box!!!" About the time that my brain's processed this, I hear the Chief Judge's voice in my headset..."Abort! A plane's entered the box." I immediately pull to level, and turn away from the intruding airplane. I'm more than a little frustrated. This is waived airspace, and there's a NOTAM stating the aerobatic box is active. In addition, the NOTAM modifies the landing pattern at the Ephrata airport to the west side of the runway from the normal east side, keeping casual traffic out of the way of airplanes doing aerobatics.

The offending plane casually enters the normal landing pattern, lands, and taxis up to the terminal where several competitors give them the evil eye. I'm given clearance to re-enter the box and finish my sequence.

The pilot hops out of the airplane and shouts a "Howdy" to the folks standing at the terminal. The chief starter strolls up and asks the pilot "Did you get a briefing before you took off?". "Of course" says the pilot. The starter then says "That means you got the NOTAM saying the aerobatic box is active and the traffic pattern has changed". The pilot says "No, I didn't get that", which means he either didn't get the briefing he claimed he did, or didn't pay any attention to it.

The example I've given is true, and I've seen it happen several times. Ignorance of NOTAMs happens all too often, and there's no excuse for it.

The offending pilot actually got lucky. The plane I fly isn't outrageously fast, and the floor for the category I was flying in was 1500 feet meaning I was always going to be above the landing pattern....assuming I didn't mess something up. That's not true for the other categories, particularly the Advanced or Unlimited categories with floors under 1000 feet, and speeds in excess of 200 MPH. The time to detect and avoid another plane is minimal. While there are spotters looking for airplanes, it can be incredibly difficult to detect a small plane, meaning observance of the NOTAM is paramount.

NOTAMS are generated for a reason, and it's incumbent on you as a pilot to heed them. I know how easy it is to get glassy-eyed when you tell the briefer you're going to Everett and they start talking about parachute jumping at Shelton, but you need to know enough about where

you're flying to know what to pay attention to. If you get your briefing on-line, be sure you fully understand what you're looking for in the text with respect to where you're going to fly. If you can do some form of search within the text, all the better.

Please take the time to understand the NOTAMS for your flight, write them down if you need to, and pay attention to what you're doing. The parachutists at Shelton will appreciate it....not to mention the folks flying aerobatics at Ephrata.

We'll talk again next month. Until then, be careful out there.

Matt

Classified Ads

David Clark Headset for Sale

David Clark Aviation Headset Model H10-13.4 with the canvas carry bag. Like new, used maybe 15 times. \$250. Contact Scott Spanier at cell phone: (253) 709-0431

New book – "Stop Trying to Keep Up with the Joneses – They are Broke Anyway – A Certified Financial Planner's Guide to Living the Good Life"

Brad Berger, a BEFA member, CFP[®] and CLF[®], has published a new book on financial planning. It is available at <http://amzn.to/1GI0Ovs>

CONTACT INFORMATION**BEFA Homepage:** <http://www.befa.org>**JEPPESEN EMPLOYEES FLYING ASSOCIATION:**<http://www.flyjefa.org>**BEFA has a Facebook Page**<https://www.facebook.com/pages/Boeing-Employees-Flying-Association/208892645798282>**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: Oliver Meier** (510) 541-2142**Maintenance: Oliver Meier** (510) 541-2142**Facilities & Support: Oliver Meier**

Wk: (425) 717-2229 or Cell: (510) 541-2142

Safety Manager:**Oliver Meier** (510) 541-2142**Membership and Communications:****Steve Baier** (425) 785-9219**Newsletter Editor**Marissa Singleton Wk: 425-501-0396
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