



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

**CONGRATULATIONS!**

**New Members**

|                        |           |      |
|------------------------|-----------|------|
| <b>Praful Bhansali</b> | Class I   | PAE  |
| <b>Michael Cook</b>    | Class III | RNT  |
| <b>Sean Derry</b>      | Class III | RNT  |
| <b>Genevieve Lim</b>   | Class I   | Both |
| <b>Philip Lopresti</b> | Class I   | PAE  |
| <b>Nathan Peper</b>    | Class I   | PAE  |
| <b>William Sanders</b> | Class II  | Both |
| <b>Ernest Wingo</b>    | Class I   | RNT  |

| <b>New Solos!</b>   | <b>Date</b> | <b>Instructor</b> |
|---------------------|-------------|-------------------|
| <b>Kevin Aubert</b> | 7/11        | Catalfamo         |

| <b>New Ratings!</b>          | <b>Date</b> | <b>Instructor</b> |
|------------------------------|-------------|-------------------|
| <b>Aaron Shelby, CFII</b>    | 7/12        | Wolvington        |
| <b>David Wyatt, Comm SEL</b> | 7/25        | Catalfamo         |

**CALENDAR**

**Monthly**

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

**August 2016**

**Hot Wings and Wheels,** August 4, 11am-1pm. Volunteers Needed! See VP's article.

**Boeing Everett Family Day,** August 21, 10am-3pm. Volunteers Needed! See VP's article.

**September 2016**

**Board of Directors Meeting,** 4pm 9/16 at Renton Office

**From Your President**  
By Steve Beardslee

The City of Renton's review of our lease renewal is still on-going and will take more time. We expect we'll have an opportunity to meet with City personnel and brief them on BEFA and our plans for the future. When we have concept acceptance from the City, we'll take further steps to work space, floor plan and funding requirements, conduct a geo-technical site survey, and formally start negotiating a new long-term lease with the City.

Our membership is increasing (now 488 total members at last count) with a favorable ratio of Boeing participating members to guest members – such that we are again now planning to process an additional five guest members. That's good news for all of us!

Our flying hours, as of at the end of June, were down over last year, partly due to wetter than normal early summer weather, but it also indicates we are now short of aircraft, and our member are scrambling to schedule aircraft. Compounding the problem, we now have 5SP out for weeks due to an FAA issue with its reregistration – not a happy situation, especially with increased summer demand. We may need to revise our guideline ratio for active pilots to airplanes; we've been using a 20:1 ratio, but we now may need to consider a different ratio to ensure we have enough airplanes to meet member demand.

For those of you who might be interested in the numbers, we are drafting a five-year business plan for BEFA. This is intended to take a longer-term "strategic view" of where we are with our finances. Especially, as a non-profit corporation, there is, and will likely continue to be a lot of competition for the many requirements for fleet upgrades, modernization and facilities. In my view, most of these make good sense and it's easy to agree with the requirements. It's more challenging when we

must consider where the revenue will come from to make all of this happen. As an example, let's consider some near-term "requirements":

- Replace our Renton office building and enter into a new long-term lease with the City of Renton
- Increase our presence on Paine Field
- Increase our \$2M liability coverage to \$3M to cover Boeing employee travel in BEFA aircraft
- Lease vs purchase of aircraft (N662AJ as an example)
- Increase funding for aircraft upgrades, modernization

This five-year-planning process will consider our marketplace in the Puget Sound area, and may take several months to complete, but I expect it to be done carefully and reasonably – You may expect there may be some changes; we'll keep you posted as this planning effort continues. I think it may also be appropriate to schedule a special membership meeting to brief and discuss all of this – perhaps in the September timeframe.

**FLY SAFE!**

*Steve*

**Aircraft Rates**

| August-2016              |             |
|--------------------------|-------------|
| Aircraft                 | Hourly Rate |
| PCATD-M                  | \$ 15.00    |
| PCATD-NM                 | \$ 20.00    |
| Redbird FMX (member)     | \$ 50.00    |
| Redbird FMX (non-member) | \$ 85.00    |
| C150                     | \$ 94.67    |
| C172                     | \$ 113.29   |
| C172SP                   | \$ 129.04   |
| Citabria                 | \$ 130.72   |
| R172K XP Float           | \$ 154.05   |
| C182Q                    | \$ 157.75   |
| SR20 (HOBBS)             | \$ 164.40   |
| C182RG (68T)             | \$ 168.69   |
| C182RG (65C)             | \$ 208.38   |
| CT210                    | \$ 248.54   |

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

**Thank You to Boeing Founders Days and Renton EXPO Volunteers**

By Bob Bumpous, BEFA Vice President

Boeing Founders Days: July 15, 2016 marked the official 100th birthday of The Boeing Company – a major milestone for anyone to celebrate. Boeing did this with a unique festival and show at the Museum of Flight (MOF) on July 15, 16, and 17. The celebration included a spectacular display of airplanes including Boeing B&W, 40B, 247, 707 – Air Force One, 717-200, 727, 737-900ER, 737 MAX, 747-800, 757, 767-300 Freighter, 777-300ER, and 787 Dreamliner. More than 33 additional pieces of Boeing air and space history were on display. This included equipment for some of the companies that have merged with Boeing over the years, such as Douglas, McDonnell, North American Rockwell, Hamilton, Boeing Stearman, etc. The Founders Day celebration included exhibits from Boeing organizations, community or business partners, and employee groups connected with Boeing's past innovation and/or its future vision. BEFA was proud to be invited to be an exhibitor at this celebration.



*One of the rare moments with no potential aviators at BEFA's booth*

In the photograph are Glenn Dalby, Erik Schutten, and Dan Williams. As you can see, if you are familiar with the MOF, we are right in the middle of things below the MOF tower.

Boeing has a lot of people in the Seattle area, so the crowds were large. Over the 3 days the MOF estimated more than 40,000 employees, their families, and guests participated. The event ran from 9:00 AM to after

midnight each day. Booths were expected to be staffed from 9:00 AM to 10:30 PM. Because of the great support from the Boeing and vendor team who put this event together, our tent/booth was strategically located between the airplane displays and the main Boeing show and near the food trucks. Consequently we saw waves of people on their way to the show or looking for food who were interested enough to stop by and talk to our volunteers.

Because of the tremendous support of our volunteers, we were able to meet Boeing's expectations. The following individuals volunteered their time and shared their enthusiasm for flying with the many Boeing employees and family who stopped by the BEFA booth. The volunteers include Al Saunders, Andrew Boike, Bob Bumpous, Bob Guthrie, Bob Ingersoll, Daniel D. Williams, Erik Schutten, Glenn Dalby, Gokay Taskin, Harium Martin-Morris, Harlan Zentner, Jackson Berry, James Myers, Mark Gaponoff, Mike Vallimont, Ray Pedrizetti, Ryan Hanneken, Scott Hunziker, Stephen Kamnetz, Steve Beardslee, Tom Forbes, Wes McKechnie, and William Kelly Jackson. Also, a great thanks to our office staff, Debbie, Diana, and Wes without whose support we would never have been able to pull this together. An "Outstanding Job" to all!

#### July 21, 2016. Boeing Renton's New Employee Expo.

On July 21, Boeing Renton put on a New Employee Expo from 2:00-5:00 in the 4.21 bldg. This event was focused on providing information about recreational activities and organizations that might be of interest to new employees. BEFA was invited by Michael J. Hildebrand, CAS IT Mobile Solutions and Ryan S. Barta, Renton Professional Development Lead (and very helpful BEFA member) to participate in this event. Since this was inside the Boeing perimeter, I needed a Boeing visitor badge to participate. Michael and Ryan were very helpful in arranging this and Dennis Lam, a BEFA volunteer who works in Renton, was my escort and helped staff our table. We had a very successful experience, talking to between 25 and 50 individuals who were interested in learning to fly or brushing up on existing skills and getting back in the air. Many thanks to both Dennis and Ryan for their support.

### Upcoming Events in August

By Bob Bumpous, BEFA Vice President

Reminder that Thursday, August 4th, 2016 from 11:00 – 1:00, there will be a **Hot Wings N' Wheels** event in the 3-390 building at Boeing Field. This event will

include an airplane display in the 3-390 hangar, including a BEFA airplane, along with antique and show cars, hot rods, motorcycles, alternative fuel vehicles and other displays. BEFA has been invited to participate. A BEFA pilot and airplane have been arranged, but 1 or 2 Boeing badged volunteers are needed.

The **Boeing Everett Family Day** Event will be Sunday, August 21, 2016 - 8 a.m. to 3 p.m. inside the gates of the Everett site. Anyone with a permanent Boeing badge may bring guests to Family Day, including: employees, contractors, customers, and suppliers. All guests (like us Boeing retirees) must be accompanied by at least one Boeing badged person at all times, so we need seven or 8 BEFA volunteers. Boeing badges must be visible. ENTRANCE to the event is available through gates E68, E72, E73, E77, E81 and the 40-88 lobby. No private cars, backpacks or coolers will be allowed, bags are strongly discouraged. Cameras and video equipment are not allowed inside the factory. Cell phone cameras are not permitted. When we find out where our BEFA booth (and maybe airplane) will be located, we will firm up which gate we will use.

If you can help, please contact Bob Bumpous at either [Bobbumpous@comcast.net](mailto:Bobbumpous@comcast.net) or phone 425-228-3269 or the BEFA office at 425-271-2332 [befa\\_office@mindspring.com](mailto:befa_office@mindspring.com).

### Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

#### "EASY DOES IT" ON THE PLANES

Aircraft are delicate. Yes, they have lightweight materials for obvious reasons - while a cast iron plane would be very robust, you're not going to get too far. As such, we need to adjust, (my oft used phrase), our "SUV mentality" to a different level of physical interaction with the plane than we have with our cars. Inadvertently slamming the doors to get them to latch more efficiently breaks locks and hinges, as well as leaning on the doors to leverage yourself while getting into the plane. Pushing buttons hard, pulling super hard on setting the parking brake (it's not a "feat of strength test"), slamming into the seats back and forth to get them to the adjustment you want causes these parts to break early, and often. In professional flying, which we should all emulate to follow, there is an almost intuitive "touch" that is looked for by the check airmen when evaluating a new hire candidate. Hopefully our check airmen are doing this too, and bringing it to our pilots' attention. The check

airman evaluating someone for a flight job sort of expects that there will be some rough spots here and there in the flight ops check ride, but they figure if not too egregious, they can iron those out if fundamentally the candidate is sound. What they also look for though, and is often not discussed, is looking at how the candidate treats the equipment during the evaluation. What is their "touch" or "intuition" when physically interacting with the equipment? Are they riding the brakes, causing them to overheat, or possibly warp, or just wear out sooner than planned? Are they manhandling the components? Do they exhibit the keen awareness of the need for that "soft" touch that's just enough when interacting with any of the plane's switches or components, like doors, hatches, locks, lights, cargo hatches, seats etc.? Do they leave unnecessary lights, or other electrical components, on, or on too long, especially during preflight, lessening the overall life of the lights or battery, if not totally draining the battery? Do they try to "beat" the plane into submission? Please, be kind to these planes. Parts and labor are expensive, not to mention the delays to your flight you may encounter when these manhandled parts break. Be gentle, be soft. Seasoned pilots will tell you that for the most part, a soft touch, gentle "coercion", and an ease of manipulation of the recalcitrant part, or any part for that matter is usually more effective. Also, please protect our plexiglass in the planes, 2164Z has multiple dents and scratches on the copilot's window from what was probably a head set banging into it. Please guard against such carelessness. Thanks!

#### **BEFA MEMBER PASSES AWAY**

Many of you will remember Shel Bentley, a BEFA pilot and past member of the BEFA Crew. He recently passed away from Parkinson's Disease. Shel was very thoughtful and spent a lot of time putting several binders together filled with newsletters from days of old to help us preserve BEFA history. He brought them here when he was still well enough to do so. He also helped a bit on the BEFA crew in his early days and loved being a part of the volunteer social circle. Our thoughts go out to his family. Tail winds, Shel....



#### **Grievances:**

- 7/17/16 2164Z Multiple scratch marks and dents in the copilot plexiglass side window, looks to be marks from a headset or something.
- 7/19/16 Office front door found unlocked in the morning. Please remember, if the front door is locked and no Staff are present, do not unlock the door.

#### **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:

- Harium Martin-Morris for solving our software issues in accounting.
- Adam Tomlinson (CFI), Chris Clearfield, Frank Marshall, Tyler Perella, and David Wyatt, for shuttling maintenance planes.
- Paul Ust for shuttling maintenance planes.
- Paul Ust, Howard Wolvington and Steve Beardslee for the ongoing support of GPS database updating.
- Joe Minor for donating a new laminating machine for the office.

#### **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](mailto:befa_ops@mindspring.com).

#### **Managing Flight Risk - Suggestions for handling distractions and emergencies**

By Tyler Wilson

Back in April, I was working on my CFI certificate and starting to get ready for the check ride in N7568T. I had planned a flight with my instructor, Kip, where I would be the instructor, and he would be the student.

As we started preflight, Kip asked me to explain what I was looking for on preflight as well as how the various systems of the R182 work. When I checked the oil, it showed about a quart lower than desired, so we grabbed a bottle of oil and the funnel. Before putting oil in, we checked the level again, and it was right where it should be at 8 quarts. The oil reading is more accurate after the dipstick has been removed and replaced, and allowed to equalize.

So, I buttoned up the cowl, put the oily stuff away, and finished preflight. After a normal run-up and takeoff on runway 16, we headed out toward the southeast practice area. Right after finishing the cruise checklist and getting a frequency change from Renton Tower, Kip noticed oil had crept along the cowl and was starting to cover his half of the windscreen. It dawned on me that I had neglected to close the filler cap after removing the funnel!

With Kip's half of the windscreen obscured, he transferred the flight controls to me, and I started a turn back to Renton. We knew we wanted to get back on the ground before our only engine complained about not having any oil, so I asked Tower for direct to the airport on the initial call. Our training had told us to declare an emergency when a safe outcome for the flight is in doubt, so we declared and proceeded direct toward the field. I was grateful it was a quiet day and there wasn't other traffic to contend with.

Kip briefed the Engine Failure In Flight checklist, and ran the normal checklists for descent and landing. We wanted to keep our options open in the event the engine failed, so we remained at 2500' until we were within power off glide distance of the runway. What were our options for off-airport landing between Lake Youngs and the airport? We're always supposed to have those in mind, right?

Tower kept us updated on the wind, which was nearing 10 knots from the south. That meant a tailwind to our most direct runway (34). Which is worse, landing with a tailwind, or risking flying past a viable landing site and having a failure? We decided if the wind was above 10 knots, we would land on runway 16.

The winds stayed below 10 knots, but only just. With the tailwind, and the higher initial altitude, my landing touched down a little long, and rolled out to the end of the runway. When we turned onto taxiway A, the engine was still running, so we told Tower no assistance was required, and taxied back to BEFA.

After parking, examination revealed a new stripe down the left side of the fuselage, with a curve similar to the bright blue one painted on. The engine had lost a negligible amount of oil, but a little goes a long way in making a mess. I called the Tower on the phone while Kip called Wes, and let them know what had happened and that we were all right. We cleaned most of the oil off, got Ace to wash off some of the harder to reach parts of the engine, and put the airplane back on the line.

A few days later I got a call from the FAA investigating what had caused us to declare an emergency. We each discussed the matter with the investigator, who also inspected the aircraft and logs. In the end it was classified as an 'event' and no further action was taken.

After the matter was done, there were some lessons that stood out to me:

1. Don't get distracted during preflight. All the talking was taking some of my attention away from making sure the airplane was in an airworthy condition. The same thing can happen when talking to a passenger, or if you get a phone call. Please do other pilots a favor and don't interrupt their preflight. There were two of us that were experienced in the airplane, so there may even have been some confusion about who was doing each step.

2. Keep options in mind throughout your flying and consider alternatives. From Lake Youngs, Crest is actually slightly closer than Renton, but the time to each is still about 2 minutes. Looking back on it, it sure felt like longer!

3. If I had it to do over, I probably wouldn't declare the emergency immediately. At the time, I was very concerned about the magnitude of the oil leak in flight, and I was surprised by the amount of oil still in the sump after shutdown. In light of this, I would request priority routing from the tower, and I believe they could have easily accommodated the request. If tower was unable to provide the routing we wanted, that would become the point to exercise our authority as PIC and declare the emergency. There are many tools available, and declaring an emergency is a relatively large hammer. There was minimal traffic at the time, so the same outcome could have been achieved using a smaller hammer, while keeping the other ready if it became necessary.

**From Your Safety Officer**

By Matt Smith, BEFA Safety Officer

I got a call from a friend who lives on one of the local area private airports. He said one of the BEFA planes had landed at the airport without observing the posted procedures. A week later, I got a second call, this time saying another of our airplanes had landed "awkwardly", again without observing any of their procedures, immediately swung around and took off. The residents who saw the last landing were concerned the airplane might have been damaged, and called the BEFA office to make sure the airplane, and pilots were OK.

I promised my friend I would say something to the general BEFA membership, and I asked Wes to discuss it at the last CFI meeting.

First, private airports are, well, private. If people who live on them wanted lots of traffic, they would be public. At the same time, the residents are pilots, and understand that others might want to use their runway for emergency landings (been there, done that), emergency procedure practice, and for social calls. They don't want to be anti-social, but do ask for some respect.

First, if you're going to use the airport, take the time to see if there are established procedures. For example, Evergreen Sky Ranch (51WA) is in the middle of the southeast practice area, and is a popular "practice" strip. They have a website (<http://www.51wa.org/>). You have to stare at the approach description for a while, but they want you to turn on the runway lights for any approach. The reason for this is to warn the residents that might be walking or taxiing around the runway there is an airplane approaching. In addition, there is an airport frequency (122.9). If you're going to use the airport for emergency procedure practice, please use the frequency to announce your intentions. Imagine the surprise of someone taking off from the field, only find another airplane approaching the runway without having said anything. Lastly, the airport actually has a taxiway. Landing on the runway, taxiing back, and taking off is not only not appreciated, the airport instructions explicitly say don't do it. As a minimum, most private airports have a phone contact listed in AirNav or similar web site to check in with for instructions.

The point here is not to say don't use private airports for training activities. The point is to say that if you're

going to do so, do some research beforehand in order to be a good neighbor. We do not want to establish a bad reputation.

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<sup>®</sup> and CLF<sup>®</sup>, 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** Cell: 206-295-2256  
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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

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