



[www.befa.org](http://www.befa.org)

840 West Perimeter Road, Renton WA 98057

**October 2016**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>J. Fabian Galaura</b>	Class I	RNT
<b>Doug Weller</b>	Class II	RNT

**New Solos!**

<b>Date</b>	<b>Instructor</b>
<b>Russ Mackey</b>	8/23 Catalfamo
<b>Laina Reeves</b>	9/15 Guthrie
<b>Albert Yarin</b>	9/16 Lee

**New Ratings!**

<b>Date</b>	<b>Instructor</b>
<b>Ben Huh, Instrument</b>	9/9 Catalfamo
<b>Etienne DeVilliers, PP SEL</b>	9/18 Tomlinson

**CALENDAR**

**Monthly**

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

**October 2016**

**Board of Directors Meeting,** 4pm 10/21 at Renton Office

**From Your President**

By Steve Beardslee

BEFA had a very good summer flying season, moderated by having spent more money on overhauling engines than normal. However, that's now behind us and we remain in pretty good shape financially.

As many of you may know, Ken Sain has been leasing the SR-20 Cirrus to BEFA since 2005; Boeing has recently reassigned Ken to Denver for a new & exciting new assignment. Ken subsequently offered to sell the

N662AJ to BEFA for a very good price, and the BEFA board has agreed to buy it. We are currently working to arrange the financing to make that happen. This Cirrus SR-20 exemplifies BEFA's future with newer technology advanced avionics, side-stick controllers, etc. BEFA is concurrently evaluating how we encourage more BEFA pilots to become Cirrus SR-20 qualified, and developing the requirements for both VFR and IFR skills and capabilities. Also, Kevin Yarnell, with Board approval, is shopping for a Beech Sierra that he plans to lease to BEFA.

We met with the KRNT Airport Manager on Sep 13th. The City of Renton's favors moving forward with the lease, but as expected, there remain some potential issues that we need to clarify and work through. To be more specific, the City likes our proposal to replace the 840 office building and would like to proceed (to include avoiding the "reversion clause" which would therefore not require BEFA to pay rent on the 840 office building. This would require BEFA to invest an estimate \$500K.) But the City wants to apply the reversion clause to the hangar building. So, we need to find a way to mitigate or avoid the reversion clause for the hangar. That may require us to remove, replace or upgrade the hangar. The building committee will continue to work this in coordination with the Board.

The Election Committee is actively working to develop a slate of candidates for three Board members to serve as President, Operations Officer, and Secretary for the 2017-2018 term. The Election Committee will present this slate of candidates to the Board at the October 21st meeting, with voting by participating members in the late October and November.

It's now fall; we can expect to see fewer flying hours with shorter days and cooler, wetter weather.

**FLY SAFE!**

*Steve*

**Aircraft Rates**

October-2016	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 93.35
C172	\$ 111.39
C172SP	\$ 126.90
Citabria	\$ 128.82
R172K XP Float	\$ 151.89
C182Q	\$ 154.63
SR20 (HOBBS)	\$ 161.52
C182RG (68T)	\$ 165.52
C182RG (65C)	\$ 205.04
CT210	\$ 244.05

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

**We Are Collecting BEFA 2016 Accomplishments**

By Bob Bumpous, BEFA Vice President

September was relatively quiet on the events front, which is where I seem to have spent most of my time this year. As the flying year is winding down for many of us, the BEFA Board has asked if I could capture some of the wonderful things that the members may have accomplished so far in 2016.

The Board is looking for items like number of pilots trained (and new ones who have started), number of ground school classes held and students trained, number of instrument ground school classes held and students trained, charities supported (like Angel Flight, Museum of Flight, Aviation High School, ...), any STEM (Science, Technology, Engineering or Math) activities supported or any support for BEFACT (not \$ amounts, just that a contribution was made).

We would also like to collect any awards or honors that have been bestowed on any of you in 2016, including new pilot certificates or ratings, or CFI or other recognition by external organizations.

If you would be so kind as to send your inputs to [bobbumpous@comcast.net](mailto:bobbumpous@comcast.net), I would be grateful for your help!

**Safety and Operations Briefing**

By Wes McKechnie, BEFA Operations Manager

**FLIGHT SCHEDULE PRO HAS FIXED THE MEMBER PHONE NUMBER ACCESS**

You can now scroll over the "booked" bar of your fellow members flights on FSP schedule page, and their phone numbers will now appear in the data box, facilitating access to their phone number if you need to call them.

**DOOR HINGE PROBLEMS...**

Please try to avoid leveraging yourself using the doors to get in the aircraft, and make sure the door is closed during preflight so the wind does not break or snap the door hinges. This will help in keeping the hinges secure. (If a hinge is broken through, the plane is grounded). Thanks!

**FLOATPLANE LINES**

Float pilots, please be aware that the lines must be secured to the top of the float so as not to drop down and get run over by the wheels of the lift. This produces a force on the structure that requires an inspection. Do not just walk away from this. Ground the airplane and advise ops if this happens and the line is broken.

**THE SEASONAL CHANGES....**

As always around a seasonal change, please be more conservative with your weather minimums and planning. The weather forecast models are not quite as accurate during this period and it's best to build in a nice buffer, and have a firm and conservative plan "B" (and "C"!), and stick to it in the event things are not as forecast. (See CFR91.103). The legendary Puget Sound basin/Cascade icing zone will start to rear its problematic head soon too for the IFR pilots knocking around in the clouds, avoid the temptation to push it. Land, park it and we'll worry about picking the plane up later. The closest I've come to "buying the farm" was icing. Picking an altitude 1,000 feet below the freezing level didn't help in that situation... It's a miserable feeling...

**Grievances:**

- N758NF ropes broken, apparently driven over by a float truck. Who did this?
- 9/27/16 78440 Gust lock and pitot 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:

- Tom Groves for repositioning 97PD to maintenance.
- Mike Borkan for deep washing the floatplane all by himself.
- Joe Miner and Kevin Yarnell for 2365C retrieval.
- Phil Heil for taxiing 44K to maintenance.
- Bob Guthrie, (CFI), Paul Ust and Etienne De Villiers for taxiing planes to and from maintenance.
- James Walker for grounds keeping.
- Paul Ust for general help.
- Bob Hardin for fixing the plane cover snaps.
- Everyone who helped cover for me, especially Ray Pedrizetti, while I was gone! Great job by Diana too!
- James Finson (CFI) for "riding herd" on the Floatplane.
- Harium Martin Morris for restocking the oil cabinet.
- Tim Anderson for emptying all the ramp garbage cans.
- Curtis Jacobson, (CFI) for buying coffee 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).
- Someone with Windows 10 knowledge to help the Staff with an issue, please see Wes.

## From Your Safety Officer By Matt Smith, BEFA Safety Officer

One of my duties as Safety Officer is to preside over Safety Boards. They provide an opportunity to review incidents and accidents with an eye towards learning how the pilot got into the situation, what the contributors were, and determine whether remedial

training is in order for the pilot in question, and possibly for BEFA pilots in general. We will also look at whether airplane technology helped, or hindered, the situation. While the pilots involved tend to dread the Safety Board process, we try to work through the situation such that it is a learning experience all around.

Recently, I presided over an incident involving a pilot, at Paine Field, hitting a hangar door with the wing tip of 4801D sufficiently hard to bend the wing spar. As part of the Safety Board, we asked the pilot to write an article for the newsletter describing the chain of events leading to the incident and lessons learned. The article is in this month's newsletter. Be sure to read it.

The purpose of today's article is to note that a fallout of the Safety Board discussion was the realization that those of us who fly regularly out of Renton tend to get complacent about difficulties posed by bigger airports. I know the Paine pilots are nodding their heads about now and saying "Duuuhhhh!!" The pilot in question had not landed at PAE in a while, and due to various factors, landed after dark when the tower was closed, got lost, and the rest is history. Here at Renton, there is a single runway, two major taxiways, and a set of controllers who take quite good care of us. Oliver Maier, the BEFA Operations Officer, and one of the Safety Board members, noted PAE is a whole different world in terms of complexity. I have to admit I avoid going to Paine unless I'm absolutely forced to go there. I find it intimidating. To make matters worse, there are tremendous upheavals at PAE right now due to construction and Boeing packing planes in every nook and cranny. Oliver noted that the ATIS tends to be particularly long due to various NOTAMS, and is easy to tune out when you're ready to go fly. That harkens back to my earlier article on understanding the NOTAMS affecting your flight.

Curtis Jacobson, a BEFA instructor, who sat in as the member representative, noted that he makes it a point to take his students into Paine. They land on the big runway, taxi over to where the BEFA planes are tied down, and then back out to the big runway for takeoff. I highly encourage all the BEFA instructors to make that a part of their training curriculum. It wouldn't be a bad thing to do on one of your six-month check rides. Being able to handle complex, and unfamiliar, airports is a valuable skill.

One of the first things to learn when landing at an unfamiliar airport is the phrase "progressive taxi". Wes McKechnie, and Curtis have both flown commercially and

stated unequivocally that's what the pros do. Do not be afraid to request a progressive taxi. I realize it wasn't available to the pilot in this situation, but we covered it as we went down the list of tools available to handle an unfamiliar airport.

During the discussion, Oliver also noted that there is a new taxiway "J" (Juliette) at Paine that the pilot missed while taxiing. We had the current PAE taxi diagram for the discussion, as did the pilot at the time of the incident, and lo and behold, there was no "J" shown. As part of writing this article, I pulled the latest taxi diagram down (15 Sep – 13 Oct), and it is now depicted on the chart. Therefore, be careful even with current documents. Things can change.

This article and the pilot's are part of an effort to disseminate what we learn during Safety Boards such that others can avoid similar situations. Please take time to digest the information. I don't want to see you at a Safety Board.

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

Matt

## **Sometimes Doing Your Best Is Not Enough**

By Steve Issacson

At the time of this writing, Cessna 172 N4801D is still down for maintenance. In this case, "maintenance" means replacing the left wing. Why does it need to be replaced? Because the wing was structurally damaged when it impacted a building.

The accident chain is long but it ends on the South ramp at Paine Field with a thump. Here's how it happened.

I had an IFR training flight scheduled at Renton (not Paine) with my CFII but there were no planes available at Renton.

Normally a lesson with no plane is no big deal. It's either canceled or converted to ground school.

But I was running out of time, so I reserved N4801D at Paine. My plan was to drive to Paine Field, fly down to Renton, have my lesson, then fly back to Paine.

Why the rush?

Because I was so close to taking my checkride. I can fly IFR, but maybe not smooth and precise enough to pass an IFR checkride. All I need is a little more practice!

The problem was, my IFR written exam results were due to expire. So if I didn't get on with it, then my training would be put on hold while I re-studied and prepared to take the written test again. More time, more money, more delay.

I'd flown out of Paine before, but not recently. So I went up a few days before to familiarize myself with the new operation. Mostly it was the same as before. Sweet. I had a plane.

My lesson was 4:00pm-7:00pm. Sunset was 8:40pm. Flying back at night wouldn't be a problem.

Or so I thought.

I flew down to Renton. We got started late. The pre-flight ran long. The post-flight ran even longer.

So by the time I took off from Renton and headed back to Paine I was already behind schedule.

The first "uh oh" came when I checked the ATIS at Paine. My planned-for runway, 34 Right, was already closed for the night. 34R is nice because taxiing back to parking is a simple left turn off the runway.

But with the runway closed, now what? 34 Left?

Sure. Tower's closed, but they have pilot-controlled lighting. Also I've landed on 34L before, just not recently.

The landing was problematic for two reasons.

First, there was another plane in the pattern, so I felt some urgency to land and get out of the way.

Second, when I turned on the runway lights I turned them on HIGH. That was a mistake. They were so bright that when I landed I had to hold my hand up in front of the glare to keep from being blinded and losing all night vision.

But I landed safely and cleared the runway.

Next, probably because of the long day and now stressed from the landing, I taxied too far north and ended up by the tower.

But parking is south of the tower. So I turned around and taxied south on taxiway Alpha. I passed taxiways Charlie and Delta, not sure either was correct. I ended up on the South Ramp.

Still not a problem. But now what?

Taxiway Alpha is a black wasteland of pavement at night, as I had just seen. What else could I do? How about 34R? It's closed for landing, but not closed for taxing.

So I fall back to my original plan. I decide to head towards my originally planned-for runway (34R), taxi on or alongside it, then straight to parking.

Of course now it's full-on dark with nothing but 4801D landing lights to show me the way. But still not a problem since I know where I'm going and how to get there.

In a few minutes, however, I'm forced to stop when I see the route ahead is blocked by construction barricades.

As PIC I'm supposed to know that.

I turn around and head back the way I came, trying to decide what to do.

I look in the direction I want to go and see the black silhouette of the tower in the distance. I know parking is south and east of the tower. So I head straight toward it, thinking if I get close enough there will be more light up ahead and it will be easier to see which way to go.

I head north, taxiing between hangars. It's like a giant empty parking lot at night, but no lights. There's not a soul around.

I get to the end of the row of hangars and start my turn left around the last hangar when suddenly the lights shine on a flat-bed trailer parked on the pavement ahead. I tighten my taxi-turn to be sure to miss the trailer but turn too sharply. My left wing clips the edge of a hangar with a startling thump.

I get out, shine my flashlight on the building. It looks fine. I look at the wing. It doesn't look fine. (Days later I revisit the building and see a dent in the door where the wing first made contact.)

I turn the plane around with the tow-bar and while taxing back to Alpha I hear another plane on the radio about to takeoff.

I ask for help.

Friendly pilot says, "Yeah, it can be really confusing here at night." He tells me taxiway Juliet is the best route to get back to Regal parking.

I taxi back and secure the plane.

After checking the wing again with my flashlight (a slight ripple was clearly visible), I go inside and squawk the plane: DO NOT FLY.

On the NTSB report I said contributing factors were:

- the night landing
- bright runway lights
- airport diagram difficult to navigate
- pilot not as familiar with 34L as with 34R
- tower closed
- pilot's determination to proceed in poor visibility conditions in unfamiliar area
- pilot's failure to maintain adequate clearance while taxiing in non-movement area between hangars.

Additional comments from the BEFA Board members are instructive.

For example, it was late in the day for me (night!). The last time I had eaten was nine hours before. Low blood sugar may have been a contributing factor.

Runway landing lights on HIGH were definitely encountered by others before and should be avoided.

The preferred taxiway, Juliet (PAE Tower instructs you to take this when you request progressive taxi instructions), is not on the PAE airport diagram.

Paine taxiways on the West side of the airport can be confusing even during the day.

For a brief moment I was elated when someone asked if maybe the trailer was parked on the airport ramp illegally. Elated because maybe then their insurance would pay for the damage. But no. The PIC is responsible.

What would I do differently? I'd stop the plane and get out when I saw the trailer. I was, after all, on the ground.

My moment of inattention (or perhaps overall lack of good judgment) cost BEFA thousands of dollars and months of downtime for N4801D.

What did I learn?

I learned to not hurry. To plan for extra time. To double-prepare. To have a back-up plan.

The silver lining in this thousands-of-dollars disaster (of which I am solely responsible) is that I now I understand how pilots can run out of gas and fly a perfectly good airplane into terrain. It happens little by little, step by step. Each step perfectly reasonable and seemingly logical at the time.

I learned that "doing your best" is not enough.

When you misstep, gravity doesn't care how hard you tried not to fall. You either do or you don't.

I did.

Postscript:

When are you required to report an airplane accident to the NTSB?

Answer: As soon as possible.

As the investigator explained to me: If you crash in Alaska in a remote region it may be weeks before you're able to call it in. But if you crash in the middle of downtown Los Angeles, then you're expected to find a phone and call the NTSB as soon as possible; after dealing with fires and injuries, of course.

**Info About PilotWorkshops.com**

By Brad Berger, BEFA Member

I have been a member of PilotWorkshops.com since shortly after receiving my Instrument Rating a couple of years ago. Like the founder of PilotWorkshops.com, although I had a good instructor, met all the requirements and passed my checkride...I didn't feel like I had all of the tools to consistently maintain my proficiency now that my checkride was complete.

As I searched for a variety of "proficiency" programs, I found mostly prep courses and information for passing exams. I stumbled upon PilotWorkshops from a link in an AOPA email.

I find their resources incredibly helpful. I have just about every product they produce. They offer both online and USB sticks of most of their programs that can be loaded onto an iPad or laptop for on the go training and reference, as well as permanent archiving. Basically for about the cost of an hour and a half of instruction, you can buy some incredible stuff that has hours and hours of material.

Signing up for their free weekly tips will put you on a list to get pitched on their various items, but they are not obnoxious about it.

Their weekly tips (which they have been sending out since 2006) are great and they are free - a short scenario and brief discussion (text or audio). You can sign up for the tips here:

<http://www.pilotworkshop.com/tips.htm>

I personally am involved in the monthly IFR series for \$19 a month which is eligible for WINGS credits. Each month, I am presented with a scenario, video, pilot resources, and a short one question quiz about which decision I would make. Then a guest CFI provides their commentary. You can also listen to a round table discussion of 3 to 4 CFIs that discuss the scenarios, the choices, and why one would likely be better than the others.

I highly recommend you check out [www.pilotworkshop.com](http://www.pilotworkshop.com)

**CLASSIFIED ADS**

***New book – “Stop Trying to Keep Up with the Joneses – They're Broke Anyway – A Financial Planner’s Guide to Living Your Ideal 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** Cell: 206-295-2256  
M/C 94-35  
[bear98038@earthlink.net](mailto:bear98038@earthlink.net)**Vice-President****Bob Bumpous** Cell: 425-228-3269  
M/C 94-35  
[BobBumpous@comcast.net](mailto:BobBumpous@comcast.net)**Treasurer****Justice Devara** Cell: 425-501-4334  
M/C 94-35  
[JusticeDevara@yahoo.com](mailto:JusticeDevara@yahoo.com)**Ops Officer****Oliver Meier** Wk: 425-717-2229  
M/C 94-35 Cell: 510-541-2142  
[Oliver.meier@gmail.com](mailto:Oliver.meier@gmail.com)**Safety Officer****Matt Smith** Cell: 206-375-6567  
M/C 94-35  
[MattFSmith@yahoo.com](mailto:MattFSmith@yahoo.com)**Secretary****Tyler Wilson** Cell: 206-618-1740  
M/C 94-35  
[tyler.s.wilson@gmail.com](mailto:tyler.s.wilson@gmail.com)**Operations Manager****Wes McKechnie** Home: 206-932-2935  
M/C 94-35 Wk: 425-271-2332  
[befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com)**Staff****Debbie Brown and Diana Cassity**[befa\\_office@mindspring.com](mailto:befa_office@mindspring.com) Wk: 425-271-2332  
Fax: 425-271-2066**Patti Guy**[befa\\_account@mindspring.com](mailto:befa_account@mindspring.com) Wk: 425-271-2332  
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: 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 (425) 235-0330  
[mksingleton@hotmail.com](mailto:mksingleton@hotmail.com)**Webmaster**Steve Isaacson [steve.isaacson@gmail.com](mailto:steve.isaacson@gmail.com)  
Chuck Malmsten [chuck.malmsten@gmail.com](mailto:chuck.malmsten@gmail.com)