



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

840 West Perimeter Road, Renton WA 98057

**December 2016**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>Sonny Halbawy</b>	Class III	RNT
<b>Tom Howard</b>	Class III	RNT
<b>Jon Klingler</b>	Class I	RNT
<b>Jerry Montiel</b>	Class I	RNT
<b>Fred "Skip" Sethmann</b>	Class I	RNT
<b>Jack Smith</b>	Class I	Both

**New Solos!**

<b>Date</b>	<b>Instructor</b>
<b>Genevieve Lim</b>	11/02 Jacobson

**New Ratings!**

<b>Date</b>	<b>Instructor</b>
<b>Ryan Barta, Private</b>	10/25 Kamnetz
<b>Paul Briede, Comm</b>	11/10 Catalfamo
<b>Sanae Akiyama, Private</b>	11/18 Paulay/Regal
<b>Andrew Boike, CFI</b>	11/21 Davis

**CALENDAR**

**Monthly**

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

**December 2016**

**Board of Directors Meeting,** 4pm 12/16 at Renton Office

**Annual BEFA Holiday Potluck and Open House,** 12 noon-6pm, 12/16 at Renton Office. See newsletter for more details! See you there!

**BEFA Cold Weather Operations Seminar,** 9:00am 12/17 at Renton Office

**January 2017**

**Private Pilot and Instrument Ground Schools Begin!**

**From Your President**

By Steve Beardslee

As we near the end of 2016, we are proud of yet another year of excellent flight performance and a safe flying record; this is a tribute to our members and instructors with great support from our staff, maintenance and volunteers. BEFA is highly regarded in our Puget Sound aviation community. Thank You!

Challenges remain of course. We continue to work to negotiate a new long-term lease with the City of Renton, are looking for office space at Everett, need to become actively involved in STEM training, and fund/support BEFACT. It's now December; with shorter days and less favorable flying weather, we expect fewer flying hours and less revenue from flight operations -- this is normal for December through March.

We are completing our purchase of the Cirrus SR20 (N662AJ) that we have leased since 2006. We thank Ken Sain, Bob Bumpous and Bob Ingersoll for helping with the financing, Dave Schoeggl for legal support, and Justice Devara coordinating escrow services and movement of funds. Escrow closed November 28th.

There are continuing sensitivities to airplane noise by neighborhood representatives at quarterly Renton Airport Advisory Committee meetings. Enough said; please remember to "Fly Friendly"!

An initiative to upgrade the BEFA website is underway -- Thanks go to Oliver Meier and others for getting this started.

Ballots for electing three BEFA Board member (President, Operations Officer, and Secretary) have been

sent to all participating member. If you are a Participating member, and have not voted yet, please do so - it's important!

**FLY SAFE!**

*Steve*

**Aircraft Rates**

December-2016	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 93.68
C172	\$ 111.87
C172SP	\$ 127.44
Citabria	\$ 129.30
R172K XP Float	\$ 152.43
C182Q	\$ 155.41
SR20 (HOBBS)	\$ 162.24
C182RG (68T)	\$ 166.31
C182RG (65C)	\$ 205.88
CT210	\$ 245.17

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

**BEFA Holiday Potluck and Open House, December 16th**

The annual BEFA Holiday Potluck and Open House will be held on Friday December 16<sup>th</sup> from 12noon until 6pm at the Renton Office. As usual, we'll have members socializing throughout the day, and bringing favorite treats, including chili and corn bread to top you off. Bring your favorite dish. See you there!

**Safety and Operations Briefing**  
By Wes McKechnie, BEFA Operations Manager

**BEFACT**

We would like to thank all of the contributors to BEFACT in 2016. Seems like we've just got started, and have not even done the press release for it and have collected \$7,222! A short reminder to remember in your charitable giving, BEFACT, BEFA's charity arm that is working towards providing full ride scholarships for 2 financially

disadvantaged candidate students, from Private through CFI. We would like to share the opportunity of flight to academically deserving students that otherwise would not have the chance to pursue a career in aviation. If you are a Boeing employee or retiree, please remember that this is also qualified for Boeing Company matching funds too and to take advantage of that!

**BEFA COLD WX OPERATIONS**

We will have a BEFA Winter Weather briefing and power point seminar on Saturday, December 17th at 0900 in the BEFA classroom, or hangar, dependent on the RSVP's. So, please contact the Renton office if you are planning to attend so we can plan accordingly. We will cover hot cart operations, power pack usage and deicing do's and don'ts as well as information on hangar operation options in cold weather.

**BEFA STAFFED HOLIDAY HOURS**

Flight operations as usual (wx permitting) are 24/7 through the holidays, but the office is staffed as follows:

- Saturday, Dec 24th, 9 to 1pm
- Sunday, Dec 25th, No Staff
- Monday, Dec 26th, No Staff
- Saturday, Dec 31st, 9 to 1pm
- Sunday, Jan 1st, No Staff
- Monday, Jan 2nd, No Staff

**Grievances:**

- 78440 left wing tip significant scraping damage underneath, no report written.
- 739BT Regal found the door unlocked and left open.
- 2164Z Right tiedown left unsecured
- Please remember to use the covers that are provided for some of our fleet!

**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:

- Doug Weller (CFI) and Mike Borkan for fixing the roof leak in the connecting passage.
- Joe Miner taxiing planes to/from Ace, folding ground school flyers
- Curtis Jacobson (CFI) for supplying the office with coffee, hot chocolate and tea, and putting in various upgrades throughout the facility.

- Paul Ust, Curtis Jacobson (CFI), Bob Guthrie (CFI), Howard Wolvington (CFI) and Gary Pipkin for moving planes multiple times!
- Kevin Chaney for repositioning the security cameras and cleaning the lenses
- Mike Borkan for repositioning planes
- Harlan Zentner for securing planes for the wind storm.
- Phil Hiel for taxiing aircraft to maintenance

### From Your Safety Officer

By Matt Smith, BEFA Safety Officer

I had just come in from an aerobatic flight in the Eagle and was helping Rochelle get ready for her flight, as she had the plane right after me. She dipped the fuel tank to figure out how much she needed to add. She asked me "How much fuel do you think is in here?" I actually knew this one.... "There should be roughly six gallons." I had put nineteen gallons in the tank initially, and had flown for a little over an hour. At ten gallons an hour, I knew I had landed with a little over the half hour of fuel the FAA said I should use for planning purposes.

In reward for knowing the right answer, I got the standard-issue CFI eye roll that says "How did you ever get to be a pilot?" "What?," I said. Being of weak mind, I figured I'd double down on my self-assured stance of knowing how much fuel was in the airplane. "That's what I had planned for." She was all warmed up by now. "What would you have done if, after you got into the pattern, something happened to cause Renton to shut down?"

I had to admit she had me there....I had substituted for one of the other CFIs one afternoon. When the student and I came back into Renton, they allowed us into the pattern, and promptly shut the runway down because of a coyote on the field. The student and I had a ring-side seat for an epic Laurel and Hardy chase. It was hilarious. The coyote was having a ball, and the airport employees weren't doing anything but running and driving back and forth across the field. Fortunately for us, we had plenty of fuel, and it hadn't become a concern. Because of the adventures on the field, if I had been in the Eagle, I don't know whether I would have had the good sense to watch the fuel. In an emergency, I suspect they would have let me take my chances with the coyote, but it could have gotten ugly.

She followed that up with "To make matters worse, suppose Boeing Field is also shut down?" The answer to

this would have been to make a bee-line to Auburn, but it would have been close by the time I got down there. Any attempt to make Everett would have been problematic. I suppose I could have gone to Sea Tac, declared an emergency, paid the landing fee, and dealt with the FAA after being safely on the ground. That seems like a bad decision tree when it could have been avoided by adding a couple of additional gallons of fuel to the plane.

At the end of the day, I had to admit I was probably cutting it closer than I should have. In reality, she wasn't so much giving me a hard time for landing with six gallons as she was giving me a hard time for not thinking the issue through.

The point here isn't just about fuel. It's about things we routinely do simply as a matter of habit. Learn from my (mis)adventures. Take the time to look critically at all items in your flight planning, in particular those things you do out of habit, and see if they still make sense.

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

Matt

### Desert Southwest Flying Safari

By Fred Quarnstrom, BEFA Member

I recently returned from Park West's 13-day flying safari to a number of national parks in the desert southwest of the US. We visited several states - UT, CO, AZ, CA, NM, and NV. It was great fun!

Our group consisted of 10 airplanes, several guides and 11 couples. There were couples from New Hampshire, Florida, Maryland, Kentucky, California, Seattle, Portland and New Jersey. The planes varied from a Cessna 172, 182, 210, 310, Piper Aztec, Sierra, Malibu, a Mooney and Cirrus. These flying tours have been put together by Collin and Marisa Fay for 12 years. Some years they had as many as 5 such tours. Most of this group had been on other tours some had been on 10 or more. Collin flies a Pilatus for a forest fire suppression group out of Spokane. They arrange everything from meals, ground transportation and hotels and conduct a thorough preflight brief before each flight.

We started in Albuquerque with a visit to the International Balloon Festival. This should be on everyone's bucket list. It is spectacular to see 200

balloons inflate and lift off! After visiting the area we left for a raft trip down the Rio Grande and a Pueblo lunch.

After flying over the meteor crater out of Flagstaff, lunch was at Winslow AZ. After lunch we flew on to Cottonwood AZ and a short bus trip to Jerome and a night in a hospital-turned-haunted Jerome Grand hotel in this classic mining town. That afternoon we boarded the Verde Canyon Railroad for a scenic tour of the Canyon. Dinner was at the Blazin' M Ranch for a western BarBQ and Cowboy entertainment.

The next day it was to Payson and a popular fly in café. From there we went the Marana airport and a three-day stay at the White Stallion Ranch. Horseback riding and relaxing were the primary activities. From here we flew to Twenty Nine Palms and a very quaint hotel and a visit to the giant boulders and Joshua Trees at the JT National Park.

The next day it was to Kingman AZ. We took a torturous road to Oatman with its free-roaming burros, street gunfights and saloon food. A much easier road trip took us to Laughlin NV and a casino for two nights. The next day we took a 60-mile tour of the Colorado River on a very fast catamaran to see the London Bridge and have lunch on the bank of Lake Havasu.

Wednesday was a longer flight up to and across the Grand Canyon to Blanding UT. On the way we flew over Rainbow Bridge and was able to get video of this remarkable formation. We got into private jeeps in Blanding and drove to the Desert Rose Inn in Bluff UT. The next day it was in jeeps to the Utah's red canyon country, the Valley of the Gods, Moqui Dugway, Natural bridges and the National Monument. Here the planned tour ended with a great dinner with our 25 newest best friends.

Two couples flew in their Aztec to the town of Bryce Canyon and a day of investigating this spectacular national park. The next day it was on to Durango Colorado staying in a classic hotel. We left early to take the Durango Silverton narrow gauge steam train to Silverton and back. Then it was back to Albuquerque and for us, a flight home to Seattle via Alaska Air.

I really think BEFA should try to put on some similar if not shorter trips for our membership. What a great way to get comfortable with cross-country flying. It would also be kinder to our planes than 5 days a week of

approaches, T&G landing where most hours are up and down and taxi.

This group is in the very early stages of planning another such trip for Washington and Oregon with maybe an excursion in to Idaho come October 2017.

I have posted a one-hour video of the trip on Youtube.com. Go to Youtube and search "Fred Quarnstrom" and open the file that has the photo of the hot air balloons. It will be clear why I am not a videographer or narrator. However the scenery I captured is worth a look. If you'd like to learn more, please send me an email at my email address below.

Fred

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Fred Quarnstrom  
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*Happy Holidays to You and Your  
Family from all of us at BEFA*

We wish all of you a safe and healthy holiday season, and all the very best in 2017!



**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<sup>®</sup> and CLF<sup>®</sup>, has published a new book on financial planning. It is available at <http://amzn.to/1GI00vs>

**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>

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**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:**

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