



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

840 West Perimeter Road, Renton WA 98057

**February 2017**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>Pierre Clech</b>	Class II	PAE
<b>David Dufault</b>	Class I	RNT
<b>John Kunze</b>	Class II	RNT
<b>Josep Gomez Marti</b>	Affiliate	Both
<b>Yun Shi</b>	Class I	RNT

**New Solos!**

Date	Instructor
Kathleen Imanishi	1/15 Jacobson

**New Ratings!**

Date	Instructor
Tim Anderson, CFI	1/5 Saladino
Kevin Aubert, Private	1/16 Catalfamo

**CALENDAR**

**Monthly**

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

**February 2017**

**Board of Directors Meeting,** 4pm 2/17 at Renton Office

**Northwest Aviation Conference,** February 25-26 at the Puyallup Fairgrounds. Volunteers needed to staff the BEFA booth! Please see Vice President Bob Bumpous' article in this newsletter or contact the office to sign up.

**From Your President**

By Bob Ingersoll

We held our first Board meeting last Friday and it was a great kickoff to the New Year. I had mentioned in the

January newsletter that we will be keeping an eye on the FAA Pilot Bill of Rights and Basic Med. implementation. The FAA has issued Advisory Circular 68-1 dated Jan 9, 2017. This defines the Basic Med implementation and Class III medical reform. The Board received a briefing from one of our members, Dr. Martin Makela, who gave us an excellent overview of this new initiative. This should have a significant positive effect to BEFA and its members, particularly those on Leave of Absence for medical reasons. Let me first say that if you have a current Class III medical, you don't have to do anything. We have taken several actions to understand the AC's impact to BEFA, including insurance. Dr. Makela has offered to help BEFA with its implementation. The effective date of implementation is 1 May 2017. There may be additional implementing directives issued by the FAA. So we will continue to monitor this and provide you a plan on how we will implement this at BEFA. In the meantime, I encourage all of you to get familiar with the Advisory Circular. It can be found on the internet.

**Aircraft Rates**

February-2017	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 94.95
C172	\$ 113.69
C172SP	\$ 129.49
Citabria	\$ 131.12
R172K XP Float	\$ 154.50
C182Q	\$ 158.40
SR20 (HOBBS)	\$ 165.00
C182RG (68T)	\$ 169.35
C182RG (65C)	\$ 209.08
CT210	\$ 249.48

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

### Northwest Aviation Conference - Volunteers Needed February 25-26, 2017

By Bob Bumpous, BEFA Vice President

Volunteers are needed to staff BEFA's booth at the 2017 Northwest Aviation Conference that will be held February 25-26 at the Puyallup Fairgrounds, Showplex Event Center. We are targeting a minimum of twelve members to cover the six shifts on Saturday (9:00-5:30) and Sunday (10:00-4:00). A sign-up sheet with the available shifts and times is located on the counter in the BEFA office in Renton. If you would like to help out, but are unable to come in to sign up, please call the BEFA office on 425-237-2332, or send an e-mail to: [befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com)

The Conference & Trade Show has been an integral part of aviation in the Northwest for more than 30 years and brings pilots, mechanics, aircraft owners and their families together for two days of seminars and presentations as well as over 300 exhibits. BEFA has regularly participated at the NWAC with a display booth. Volunteers will have access to the show before or after their scheduled shift. Additional information can be found on the NWAC website at: <http://www.washington-aviation.org/>

This is a great opportunity to get the word out about BEFA and to experience the NW Aviation Conference. Thanks in advance for volunteering your time and effort!

### From Your Operations Officer

By Troy Larson

I would like to start off by saying 'Thank you' to all of the BEFA members. I am looking forward to serving you all as the Operations Officer.

BEFA has been developing a new website! The website will have a great new look, improved access to information, and intuitive navigation. This will be the initial release of the website, and if you find any broken links or suggestions for improvement, please shoot me an email. We will continue to update the website with additional photos, videos, and aviation related information. The website URL will remain the same (<http://www.befa.org>) and should be live in February.

The restrictions on receiving a checkout in the Cirrus SR20 have been reduced. There is no longer a minimum total aircraft flight hour requirement to begin training in the Cirrus (the prior policy required a minimum of 150 hours total time). All that is needed is a Private Pilot license. All other training requirements are unchanged. The Cirrus is a great cross country aircraft with XM weather, electronic approach plates, glass cockpit, side stick, and many other features that enhance the quality of flight. Plus, it cruises at 150 KTAS!

### Safety and Operations Briefing

By Wes McKechnie, BEFA Operations  
Manager

### THE DOCTOR IS "IN" - BEFA'S OWN AIR MEDICAL SPECIALIST IS HERE TO HELP YOU WITH YOUR FAA MEDICAL!

BEFA pilot, Dr. Martin Makela, will again be providing **free** consultation to fellow BEFA Members for any medical issues impacting your FAA Medical status, on February 16th 2017 at BEFA's Renton office, from 1530 to 1800. Please, email Dr. Makela (below email), as soon as practical to confirm you'll be attending, and provide a brief description of your issue or concern and best time to meet between those hours. If you can't make that day, you may also schedule an appointment by emailing him at [flydoc@hotmail.com](mailto:flydoc@hotmail.com) to arrange another time. Martin's interesting background was as an EA-6 Prowler airman in the Navy, followed by switching disciplines and attending Medical School, then becoming a Naval Flight Surgeon. Martin is currently the Medical Director of the University of Washington Emergency Medical Department. We very much appreciate Martin providing this critical service to BEFA!

### BEFACT (Boeing Employees Flying Association Charitable Trust) DONATIONS

Please remember our charity arm of BEFA, Boeing Employees Flying Association Charitable Trust. This is set up to provide "full boat" scholarships, using BEFA's reduced cost assets, to 2 talented, but economically disadvantaged students to acquire their ratings from Private to CFI, and then instruct here at BEFA on their way to the airlines or other aviation job. Our charity qualifies for 100% matching funds (!) by Boeing for any current employee contributions, and 50% match for contributions by vested Boeing retirees. We are currently at \$7,572, in donations, with some Boeing "matching funds" still to arrive. Please contact <https://give.boeing.com/> for information on registering

your donation for the matching funds from Boeing. It's easy and leverages your donation dramatically. Anyone can donate, but unfortunately non-Boeing folks do not get the Boeing matching funds. It is however a Federal tax deductible donation though! We will soon be approaching other aviation related corporations for corporate donations, and from my experience at other organizations, one of the main criteria they use in determining how much funding to donate to such causes, if any, is how much the "rank and file", or "grass roots" have already donated – in other words, the more "skin in the game" we have in BEFACT, the more likely we are to get more significant donations. Thank you for your support of this worthy cause.

### REQUEST WHEN BOOKING PLANES

When booking planes out on our FSP scheduling system, please fill in the balance of the scheduling box, which consists of Route ("North East Practice Area/South East Practice Area", or, "Renton to Ellensburg to Yakima", "Paine Field to Friday Harbor and return", etc.), and add any pertinent "Comments" as well. Also, remember to pick the type of "activity flight" you are doing per the following list:

#### **SELECTING A CORRECT "ACTIVITY TYPE" WHEN BOOKING A FLIGHT ON FSP**

*When booking new reservations on FSP, there are 2 choices for "Activity Type" in the drop down window: "Standard" and "Training" that are to be chosen when booking your flight. The following is the criteria and descriptors for guidance on your selection.*

*"TRAINING" - (COLOR: ORANGE) - Please choose this for the following; all training flights, dual or solo, specifically flown for training for the furtherance of a*

*\*Private, Instrument, Commercial, CFI, Multi-engine or Seaplane license or rating.*

*\*High performance and/or Complex sign off training.*

*\*Tail wheel training endorsements.*

*\*Any aerobatic training or BEFA required checkrides, i.e. BEFA 6 month checks, Mountain Checkride signoffs, grass strips etc..., in our ROP's. Also...*

*\*Bi-annual Flight Reviews.*

*DO NOT choose "Training" category for your three takeoff and landings for currency, or solo instrument currency flights, or general "touch and go's" NOT in furtherance of a license or rating.*

*"STANDARD" - (COLOR: BLUE) - Please choose this for all other normal flights, (i.e. normal practice touch and go practice, NOT in furtherance of a license or rating, cross-country flights, general fun flights, transportation flights, sight-seeing, \$100 hamburger etc... )*

**If you are confused, please feel free to see Staff if you have any questions and we'll help you out - Thanks!**

#### **PENS/PENCILS AND OUR NEW LEATHER INTERIORS, AND OTHER MUSINGS....**

The BEFA membership has spent a small fortune (approx. \$3,500 per-pair of seats) to install quality, durable leather seats in our planes, so it is disheartening to see them marked up and marred from pens carelessly positioned in the cockpit. Likewise, scraping ice of the airframes and windows as you rush to get a flight off, as one example, forcing door handles, jamming seats and seatback back and forth with great force etc., is disrespectful to the membership and these fine machines we love. These are not an FBO's assets, these are YOUR personal assets, and your fellow members' assets. Please be careful with them. I remember a Chief Pilot once telling me on an interview something to the effect, "we know you'll be able fly the plane OK, what we also want though, are pilots who are cognizant of taking care of the associated equipment and interiors, are **'soft with the hands'** when handling the switches and components on the instrument panel, don't "ride the brakes" when taxiing, slam doors, force latches, make messes in the galley and such. We want you to think holistically in respecting the interior and associated components of these machines." We should do the same – it's all part of BEFA's unique professionalism, of practicing our "craft" in a flight department environment, we're not a FBO or flight school, per se. We are a "hybrid", we are something different. This is one of the major benefits and cultural differences that sets BEFA apart from the rank and file FBOs and draws the quality of people we have here, making us strong and respected in the industry. This mindset of being careful with our assets' cosmetic appearance actually goes hand in hand with the sustained mindset of safety and discipline of your direct flight operations too. BEFA's spent the money to provide top tier, durable leather, paint jobs, electronic components, even improved gasper AME air vents, as an example, to not only have a more durable, long lasting product and comfort, but reflect our professional attitude here. Yes, stuff happens, but what do we do with that event is important to our growth as pilots. Thinking about our carelessness of creating cosmetic damage, even just leaving dirty rags in the plane after a flight, not putting the cover back on, sloppy tie down procedures etc., have a direct correlation with your mindset pertaining to flight operations and associated safety. We have a lot of autonomy here, that's one of the reasons we have a lot of rules, though many are really just common sense

when you look at them and frame boundaries to make things equitable. We need to stay disciplined in all areas to keep this organization running safely and smoothly. Let's keep our guard up and pay attention to the cosmetics of our planes too, and the wear and tear on our planes and simulator. If you dirty or mark it up, clean it; if you break it, let us know and don't just walk away, (like the mystery of the deice fluid in the plastic containment bin located in the locker room???, anyone knowing what happened to that, please let me know), and then seriously think about how you'll avoid doing it in the future. Thanks!

#### Grievances:

- **1/13/17 Front door of office found unlocked at 0830. Remember, the office front doors are not to be used or open when Staff is not in, use the side door only.**
- **SEVERAL GALLONS OF DEICE FLUID FOUND IN CONTAINMENT AREA IN LOCKER ROOM—DO NOT USE ANY DEICE EQUIPMENT WITHOUT BEING TRAINED FIRST IN ITS OPERATION TO AVOID DISASTERS LIKE THIS. WHOEVER DID THIS, PLEASE SEE ME AND GET TRAINING!**

### 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:

- Tim Anderson for filling propane bottles for the engine heaters
- Joe Miner for moving planes
- Jess Simonson for transporting deice fluid, oil bottles and WA. State Certificates to PAE Ops.
- Joe Miner and Julia Bitzes for fixing the leaky sink and cleaning it up!
- Joe Miner, Kevin Chaney for moving planes
- Mark Ligman for designing and making all new rudder gust locks, well done! Please see us if you have any questions on their use – Thanks Mark!
- Bob Guthrie and Lynn Kanninen for dropping off log books to The Avionics' Shop.
- Tim Anderson and Adam Tomlinson (CFI) for picking up planes.
- Paul Breide and Troy Larson for picking up and checking 735LH
- Dr. Martin Makela for providing Air Medical consultation free to BEFA Members, and also

providing guidance to our members on the new FAA Air Medical changes. (See accompanying article).

- Troy Larson for donating charts for BEFA's Ground Schools

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

"You're pulling my leg, right?" That was my initial reaction when Rochelle told me we were going to give the Eagle a post-flight walk around, and clean all the leading-edge surfaces. She gave me that "You know better" look, and handed me a spray bottle and a rag. My mindless response was "We don't do this at BEFA," to which she replied, "Just because we don't teach this at BEFA doesn't mean we shouldn't be doing it." People with logical minds slay me. I didn't have a witty rejoinder, so I took what was offered, and went to work.

We proceeded to clean the wing, strut, cowl, and empennage leading edges. We then did the wheel pants, and lastly the canopy. All the while, we gave the airplane a quick once-over to see if anything looked awry. It took a grand total of five minutes, and the airplane looked really good. Rochelle gave my half of the airplane a glance, and pointed out a couple of bugs I'd missed. I rolled my eyes, and cleaned them off. There's nothing quite like someone with OCD.

At an aerobatic contest, this is an end of the day ritual. Everybody gets together in the hangar with all the airplanes, tells tall tales about their magnificent flying, and proceed to see who can make their plane look the best. This is the time when people make sure their plane is safe and ready to fly the next day. A good time is had by all.

As usual, about now, you're asking yourself, "What's his point?"

Over time, I've come to realize this activity is a really good idea, and one I think BEFA would benefit from. First, it's an opportunity to find issues with the airplane before the next pilot comes along, and gives Wes an opportunity to get it fixed. When the next pilot arrives, they'll be grateful the airplane is all ready to go. You've got to realize, you may be the "next pilot." If you've ever come into the office, found a problem with a plane, and driven home frustrated because it could have been fixed before you got there, you'll know what I mean. Second, I think it tends to give a larger sense of ownership of the airplanes. Third, it keeps the airplanes

looking good. If you've ever taken a passenger, and had to explain an unkempt airplane, you'll appreciate a nice shiny beast. Besides, clean airplanes fly better, in my opinion.

I've talked to a number of pilots who are in partnerships, and most of them require this after-flight step. The argument against it of "this is what I pay dues for" is not valid. We do not have the budget to have the planes cleaned on a regular basis, and the once-a-year bath and barbeque really isn't enough.

You don't need to get carried away. I clean the Citabria every time I fly, with or without a student. I try to convince my students and other Citabria CFIs this is a good idea. It takes me about five to ten minutes. When I get out of the plane, I immediately wet the wing, strut, and cowl leading edges so the bugs can soften while I collect my gear from the plane, and write down the Hobbs and tach times. You can do this with a spray bottle, or simply a sopping wet rag. After the bugs have steeped for a couple of minutes, I wring the rag out, and wipe everything down. Do not scrub, it's bad on the paint. Simply wipe the surfaces. You don't have to get all the bugs. If everybody would do this, you'd be surprised how few would be left on the plane. At the same time, give the plane a once over. You have to walk around the plane anyway to connect the tie-downs and put the cover over the wind screen. Think about your walk-around items at the same time.

I know instructors are saying "I have to get the student into the office so I can get to my next lesson". Okay....help the student get the job done.

If someone is waiting for the plane, then you're off the hook. They can take care of it when they get back. If the next pilot hasn't arrived, then you should wipe things down.

I'm not proposing this is something that will become a BEFA requirement. I'm trying to convince you that spending time cleaning and inspecting the plane when you get back is the responsible thing to do. With a little practice, you'll be surprised how quickly it can be done. If everybody does it, all you have to clean off is what got on the plane during your flight.

I like to think of this as an opportunity to wind down and thank the airplane for bringing me home safely. We'll talk again next month. Until then, be safe out there.

Matt

## 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/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

**Bob Ingersoll** Cell: 206-755-7870  
M/C 94-35  
[rjingersoll77@gmail.com](mailto:rjingersoll77@gmail.com)

### 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

**Troy Larson** Cell: 206-953-9596  
M/C 94-35  
[troymlarson@hotmail.com](mailto:troymlarson@hotmail.com)

### Safety Officer

**Matt Smith** Cell: 206-375-6567  
M/C 94-35  
[MattFSmith@yahoo.com](mailto:MattFSmith@yahoo.com)

### Secretary

**Harium Martin-Morris** Cell: 206-795-9844  
M/C 94-35  
[hmarmo@gmail.com](mailto:hmarmo@gmail.com)

**Operations Manager**

**Wes McKechnie** Cell: 206-384-9680  
M/C 94-35 Wk: 425-271-2332  
[befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com)

**Staff**

**Diana Cassity and Debbie Leysath**  
[befa\\_office@mindspring.com](mailto:befa_office@mindspring.com) Wk 425-271-2332  
Fax: 425-271-2066  
**Patti Guy** Wk: 425-271-2332  
[befa\\_account@mindspring.com](mailto:befa_account@mindspring.com) 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

**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)