



**www.befa.org**

840 West Perimeter Road, Renton WA 98057

**March 2017**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>David Burman</b>	Class I	RNT
<b>Matthew Shimek</b>	Class I	RNT

**CALENDAR**

**Monthly**

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

**March 2017**

**Rusty Pilots' Seminar,** Saturday 3/11 9am-12noon: Sponsored by AOPA and hosted at BEFA. Free to AOPA members, \$69.00 for non-AOPA members. For more information, see the BEFA website ([BEFA.org](http://BEFA.org)) or click on the link to the event on AOPA's website: <https://www.aopa.org/community/events/2017/march/11/rusty-pilots-hosted-by-the-boeing-employees-flying-association>

**Board of Directors Meeting,** 4pm 3/17 at Renton Office

**April 2017**

**BEFA Annual Meeting and Crab Feed,** 5pm 4/22 at Renton Office. **Save the Date!**



**From Your President**  
By Bob Ingersoll

**SAVE THE DATE:** Saturday April 22, 2017 at 5:00pm for the BEFA Annual Meeting/Crab Feed.

Your 2017 BEFA Board has had two meetings and is definitely moving out and I'm pleased to report there was a peaceful transition of responsibility.

After reviewing the BEFA financials, two actions are being implemented. First, we have been informed that with the passage of the RTA referendum our sales tax will be increasing .5% from 9.5% to 10% effective 1 April 2017. This affects all of us and I'm sure you're hearing of other changes depending on where you live. Second, to keep our financials in good shape, the Board has implemented a modest 2% rate increase for aircraft rates. The Board believes that this action will allow BEFA to meet near term operating expenses and maintain the value for which our association is recognized.

In other news, the Board has been coordinating with Boeing a restructure of our By Laws consistent Boeing's format. The essential part of this action is to move a number of By Law topics to our BEFA Rules of Operation. In order for this to be implemented, you, our Participating members, need to accept this revision. Our election committee is working to prepare a voter package that will be mailed to your BEFA address later in March. Your Board has unanimously accepted these revisions. It is very important that you vote on this so that we can finalize this action with Boeing. Look for the voter package later in March.

In the last Board meeting we received an update from the Building Committee and their progress. I'm pleased to report that after a lot of work we are getting clarity on how to implement a successful total package for long term lease and buildings. There is still much to do and we will share with you at the April Annual Meeting what to expect. Another good reason to attend the Annual meeting. See you at the meeting!



**Aircraft Rates**

March-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.)

**Thank You Northwest Aviation Conference Volunteers!**

By Bob Bumpous, BEFA Vice President



2017 BEFA booth at NWAC. Left to Right: Wes McKechnie, Andrew Boike, Charles Williams. Photo by Bob Bumpous

Many thanks to the BEFA members who volunteered for setup and take down of our booth and those who spent time staffing our booth at the Northwest Aviation Conference February 25 and 26 at the Puyallup Fairgrounds! Your presence generated a great deal of interest in BEFA and helps recruiting new members. Participation in this event also helps establish BEFA's

position within the Northwest aviation community. Special thanks are extended to Diana for pulling together fliers and other materials and arranging badges for everyone. Also thanks to Wes for getting the word out so we had enough volunteers. BEFA participation in these events would not be possible without all our wonderful volunteers.

Thanks again for volunteering your time and effort for BEFA!

- Kelly Jackson
- Charles Williams
- Bob Bumpous
- Julia Bitzes
- Dan Williams
- Bob Guthrie
- Kevin Chaney
- Andrew Boike
- Gary Pipkin
- Harlan Zentner
- Tyler Wilson
- Jon R Klingler
- Mark Gaponoff

**Updated BEFA.org Website!**

Have you seen our recently upgraded BEFA website? It's gorgeous! Check it out at [befa.org](http://befa.org) !

**Redbird Simulator News**

By Harium Martin-Morris, BEFA Secretary

Good Day Aviators

With winter weather usually comes an increase in use of the Redbird. The Redbird software has been updated and the issue with the second VOR has been fixed. The company has informed us that they are working on adding the Garmin 650 to the C172 panel. It is expected to be released by the end of the summer. BEFA is asking to be a Beta Tester for the new software as a way to get us access to the 650 sooner.

There are a few things that members should be aware of when using the Redbird. First, treat it like you would any of our aircraft. This means making sure that you make a reservation for its use ahead of time. Make sure that you write on the whiteboard that you are in the Redbird and the time you are planning to finish. If you run into problems during your missions, please fill out a Squawk so the issue can be resolved quickly. And lastly,

pickup after you are finished to keep the area clean and presentable.

If you have questions or ideas for the Redbird, please contact Wes McKechnie ([befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com)) or Harium Martin-Morris ([hmarmo@gmail.com](mailto:hmarmo@gmail.com))

### Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

#### AOPA RUSTY PILOT SEMINAR AT BEFA RENTON March 11th, 2017, 9am to 12pm

Life may have gotten in the way of you flying at BEFA, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We're inviting you back in the cockpit and will help you get there. Come and participate in this "Rusty Pilots" program with fellow lapsed pilots at BEFA Renton. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge. The Rusty Pilots program is developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community.

- It is easier than most people think – no FAA check ride or test
- Might not even need a medical
- Plus, by attending, you'll be getting two to three hours of free ground instruction towards your flight review!

Here is the link to your Rusty Pilots seminar on the AOPA events calendar:  
<https://www.aopa.org/community/events/2017/march/11/rusty-pilots-hosted-by-the-boeing-employees-flying-association>

Thanks, and hope to see you there!!

#### BEFACT VS. BEFA

Thank you for your kind donations to BEFACT, the charity arm of BEFA to provide scholarships to financially disadvantaged youths to become Commercial Pilots/CFI's. These qualify for Boeing matching funds when Boeing employees or retirees donate, but when going through the Boeing Cyber Grant matching process to accomplish this, please remember, you are donating to "BEFA Charitable Trust", not "BEFA or BEFACT" when filling in the information. In their search box, use "BEFA Charitable Trust". All donations inadvertently

made to "BEFA or BEFACT", are being rejected as "BEFA" are not a "charity". Again, please make donations to "BEFA Charitable Trust". Feel free to call us if any questions.

#### HOW DID LEARNING TO FLY HELP WITH YOUR BOEING JOB?

Please see me, or send me ([befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com)) any stories on how BEFA and more specifically how learning to fly has helped you with your Boeing job. Anecdotes, stories or even casual observations would be very helpful for an upcoming project. Thanks!

#### 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:

- Kelly Jackson, Paul Briede, Joe Miner and Julia Bitzes for taxiing planes to & from maintenance.
- Paul Ust for his continued support of the aircraft nav database updates.
- Gary and Shad Pipkin for moving planes into the hangar and putting on wing covers.
- Shad Pipkin, Joe Miner, Julia Bitzes, Kerry Broeckling, Gary Pipkin, Harlan Zentner and Adam Tomlinson (CFI) for heavy lifting of files and tables for Staff.
- Kevin Chaney for assembling and placing BEFA's parking signs in the parking lot. Great Job!
- Gary Pipkin for filling a ton of oil bottles and taxiing planes to maintenance
- Our fantastic BEFA Crew who have been toiling at times to 10pm changing tires and changing oil and cleaning hangar floors.
- NWAC Volunteers Kelly Jackson, Charles Williams, Julia Bitzes, Bob Bumpous, Dan Williams, Bob Guthrie (CFI), Kevin Chaney, Andrew Boike (CFI), Gary Pipkin, Harlan Zentner, Tyler Wilson, Mark Gaponoff, Jon Klinger and Steve Beardslee. Thanks for your valuable time!
- Erik Schutten for supply donations

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

Rochelle and I were just north of Fall City working on aerobatic maneuvers. She was in the rear seat, and I was in the front. I was setting up to do some spins. I set the power to idle, and was concentrating on holding

altitude and wings level as I watched the prop wind down and totally stop. In the time it took me to say "Hey, look at that, the engine quit.", I could hear Rochelle saying "Point the plane towards Fall City, lower the nose for best glide, fuel pump on", and finally, "Matt, push the start switch." Her reaction to the situation was totally different than mine. Her reaction was totally proactive, and without any delay. My brain was still stuck on the fact the engine had quit. The engine re-started, but if it hadn't, we had already made moves to make sure the ultimate result was going to be benign.

After the flight, during the debrief, I had to admit being somewhat chagrined by my reaction. The ensuing discussion led to the concept of practice in reducing the time to react to given situations. Rehearsing situations can have a dramatic impact both the time to react, and the correctness of the reactions. Research shows that if you've practice a procedure and are comfortable with it, you're more likely to use it than if you have to figure it out "on the fly".....pun intended. Aerobatic pilots are taught to rehearse bailout procedures before and after every flight. After I fasten the harnesses, I touch all the pertinent hardware and go through the procedure. Hopefully, I won't ever have to use what I've practiced, but I know what to do. Since the above situation, I've had the engine in the Citabria quit on me again, and this time my reaction was much more like Rochelle's. I was pleasantly surprised. You're probably saying to yourself, "that's fine for aerobatic pilots who put themselves in awkward situations, what does that have to do with me?"

Let's do some thought exercises.....How long do you have to react if you're climbing out at 700 feet and the engine decides to take the day off? You have only a couple of seconds to push the nose over to avoid a stall/spin. You then have only a couple of more seconds to make a decision where to attempt to land. Now, suppose you're making a base-to-final turn, get the airplane uncoordinated and initiate a spin. How long do you have to react? Again, it's only a couple of seconds, if even that. OK, now, let's go to the southeast practice area and fly some ground-reference maneuvers. Again, the engine decides it's had enough and quits. How long do you have to decide where you're going to land? Lastly, it's a cold day, and you're flying one of the carbureted airplanes (e.g., 7844K), and the engine quits due to carb ice. How long do you have to think to put the carburetor heat on before the engine cools off enough it won't melt the ice? It's on the order of 15-20 seconds. The point I'm trying to make is that there are

situations, whether in aerobatic flight or general aviation where you need to make a decision in short order, and you need to make the right one. At the end of the day, it doesn't make any difference whether it's an emergency while flying maneuvers, flying over the mountains, flying in the clouds, or you're a new pilot and are a wee tad overwhelmed by learning to fly. Reacting in a timely manner when things are not going as planned is critical in an airplane. Practice can make the difference between a benign situation and an ugly one.

For the one or two of you that actually read this column every month, the article about the pitot tube falling off falls into this category.

We expect instructors to react rapidly to emergency situations. After all, they get plenty of practice tormenting their students with the "OK, your engine quit, what are you going to do?" routine while they're training people for various ratings. But what about pilots who aren't always in a training environment?

There are three pieces to this puzzle. First, is recognizing there are situations where practice can make a big difference, second is learning what is the right thing to do, and lastly is to practice dealing with them. Assuming you've bought into my argument, then learning the correct reaction is critical. There is a rule in teaching called "first learned, best learned". What this says is that in situations where quick thinking is required, you will tend to go to what you learned the first time. Therefore, if you learn the wrong procedure initially, it's tough to make yourself use the right procedures, even with training. So, get it right the first time. Get an instructor and work through how you want to handle the situations. Do some mental practice, and go with an instructor in an airplane to see how it all works. Lastly, practice some emergency procedure, either mentally, or enact a scenario, on every flight. You'll be glad you did.

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>

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- 2) Ops Officer, or
- 3) Any Board Member

**Everett**

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**Maintenance: Oliver Meier** (510) 541-2142

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