



www.befa.org

840 West Perimeter Road, Renton WA 98057

April 2017

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Devon Fitzpatrick	Class I	Both
Kim Howitt	Class I	RNT
Claire Kilcoyne	Class I	RNT
Takashi Nagasawa	Class I	RNT
Dan O'Brien	Class I	RNT
Michelle Samples	Class I	Both

New Ratings!

	Date	Instructor
Dave Will, Comm	3/12	Walker
Gokay Taskin, Comm	3/23	Davis

CALENDAR

Monthly

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

April 2017

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

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



From Your President

By Bob Ingersoll

Plans are being finalized to mail ballots to all Participating Members for BEFA By-Law revisions. Instructions will be included with the ballot mailing and voting will be open through the annual meeting. We will have the ballot box at the meeting. Boeing and BEFA

have agreed upon the changes. This is very important to BEFA to get the By Laws updated.

As we get closer to the summer flying season our fleet of aircraft is in excellent shape. With the purchase of the Cirrus, BEFA has revised the prerequisites; wherein all that is needed now is a private pilot's license.

It looks like the FAA Basic Med initiative will become a reality on 1 May. We will discuss where BEFA is on this subject at the Annual Meeting.

Summer events are already being planned at RNT. This is the 70th Anniversary for the City of Renton and RNT. There will be a special celebration in August and BEFA will be involved.

Look forward to seeing you at the Crab Feed.

Aircraft Rates

April-2017	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 96.49
C172	\$ 115.44
C172SP	\$ 131.49
Citabria	\$ 133.22
R172K XP Float	\$ 157.01
C182Q	\$ 160.72
SR20 (HOBBS)	\$ 167.52
C182RG (68T)	\$ 171.88
C182RG (65C)	\$ 209.35
CT210	\$ 249.85

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

BEFA Annual Meeting and Crab Feed, Saturday, April 22, 2017

By Bob Bumpous, BEFA Vice President



The BEFA Annual Meeting and Crab Feed will be held this year on Saturday, April 22, 2017, at 5:00 PM in the Renton hangar. BEFA will again be providing Crab as the principal entree along with BBQ and a variety of salads, rolls, desserts and beverages (water, soft drinks, and coffee). For members who would prefer items other than these, space will be set aside on the serving table to accommodate "pot-luck" offerings. Just let us know ahead of time what you plan to bring, and whether any special provisions are required (i.e. electrical power for warming trays, etc.). Those bringing potluck items of their own should plan to arrive a little early (~4:30pm), so that the serving tables can be ready to go when the dinner service begins at five.

A registration form for the meeting is on the counter of the BEFA Renton office where you may sign up in person. Or if that's inconvenient, you may notify the BEFA office staff by phone, or e-mail them at befa_office@mindspring.com. Please let them know that you'll be attending and how many guests you expect to bring. The cost this year will be \$20 for adults and children over 12 (BEFA lost money on this last year, so there is a small price increase). Children twelve and younger are still free. Payment may be made at the door by cash, check or billing to your BEFA account.

As always, we need some volunteer help with logistics. A separate sheet will be provided identifying the various opportunities available. Help with this will be greatly appreciated. Some of the tasks include:

- Clean up the hangar for the Meeting.
- Pre-Meeting Logistics, get the main course, salads, rolls, desserts, etc.,
- Set-up and take-down of chairs and tables (4:00pm the day of the event).
- Placement of utensils, plates, napkins, and tablecloths.
- Serving during the meal.
- Wipe down, fold and stack tables after the event.

You may also contact Bob Bumpous, 425-306-7094 or bobbumpous@comcast.net if you will be willing to lend a helping hand. Please mark your calendar and we'll see you there! (Note: I seem to do better keeping up with texts to my phone, thanks.)

Congratulations!

Congratulations to BEFA members Kathleen Imanishi and Genevieve Lim for recently receiving scholarships from Women in Aviation!

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

BEFA AIR MEDICAL CONSULTATION DAY

BEFA member Dr. Martin Makela will be available for free consultation on air medical issues you may be having, on April 20th at BEFA. This is a great free service he is providing to our member pilots. You may contact Martin to provide a brief description of the issue or question, and set an appointment with him on the above date, here at BEFA, at flydoc@hotmail.com.

AOPA/BEFA RUSTY PILOT SEMINAR A SUCCESS

We had over 50 participants in the AOPA/BEFA Rusty Pilot seminar. The 3 hour program was very well received, and we will be holding a second one at a not too distant future date. Keep your eyes on the BEFA events section of your newsletter or our new Web Site, befa.org. Thanks to AOPA and their CFI/Representative Bill Beuck, (USMC), who did an excellent presentation for the members.



EASY DOES IT...

Once again, please be soft with the touch when handling airplanes. One of the doors on 9537Q was broken, along with the seat back in 97PD. The seats in particular are stressed for accidents, so a pretty good load was put on it to break the bracket. These are not SUV's. Thanks.

BEFA "PINCH HITTER" COURSE DATE IS April 29th, 2017, 9 to 1, ATTENDANCE IS FULL

The BEFA "Pinch Hitter" course will be presented April 29th, from 9am to 1pm. This is a course to provide basic one day training consisting of a Ground School, some time in our Redbird FMX motion simulator, followed at some point later with an hour of flight instruction in basic aircraft maneuvers. \$20 covers the ground school and simulator time, the aircraft time is charged to the sponsoring BEFA member's account. The focus is not to make them pilots but to give them practical experience on emergencies pertaining to basic maneuvering, use of radio emergency calls and landing in the event the pilot is incapacitated. Great not only for that, but to give the companion a bit more of an understanding of what is going on in the cockpit! This course is already "sold out", but we will be holding another if there is further interest. Please let the main office know if you have someone who is interested in a future class, befa_office@mindspring.com, or 425-271-2332.

BEFA OPEN HOUSE VOLUNTEERS NEEDED

We are considering resurrecting the BEFA Open House day again after many years. We probably will not be having the flights like we used to, but hope to have food, static displays, Red Bird simulator flights and a few seminars on what it takes to be a pilot. We need volunteers for this to arrange and brainstorm some concepts, direct folks, clean the hangar, answer questions etc..... Please contact the office if you can help.

GRIEVANCES

- 97PD, broken seat bracket

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:

- Joe Miner for taxiing planes to maintenance
- Howard Wolvington (CFI) for working the Jepp GPS database subscription
- Paul Brandner for his work on our new web site.
- Gary and Shad Pipkin (CFI) for securing the fleet in windy conditions
- Curtis Jacobsen (CFI) and Chuck Malmsten for the Rusty Pilot's AOPA seminar.
- Paul Ust for his support in the office.

From Your Safety Officer By Matt Smith, BEFA Safety Officer

Matt Malkin, a fellow BEFA member, owns a Harlow PJC-2 left to him by his grandfather. It's a 1940's vintage single engine radial. Only eleven were ever made, and only four are flyable, Matt's being one. Google it. You'll be jealous. He's been working for nearly six years to bring it to full flying status. I became friends with Matt during the Citabria restoration project. He was one of the leaders of the project, and integral to its success. His work is impeccable, so when I got an e-mail asking if I wanted to ride along on one of his break-in flights, I jumped at the chance. After a careful walk-around, we took off and headed to the northeast practice area. We performed a series of maneuvers and headed back to Renton for "a bunch" of landings. After several times around the pattern, the tower decided to change the runway from 16 to 34. They asked us to land, and taxi to 34 for the swap-over. Matt landed, taxied off the runway, and contacted ground. They told us to taxi to 34 and contact tower when we were ready to go again. As the airplane began to roll, I noticed the nose swing to the right, northbound, towards runway 16. I let this go for a second expecting Matt to correct it. When he didn't, I said "I think we want to go the other direction." Matt paused for a second, started to laugh, and said "I had a picture in my head, the wrong one, but I had a picture." The ground controller had clearly said "taxi 34", but Matt's brain was ready to taxi to 16.

I couldn't help but laugh along with him as last summer I had a similar incident happen to me. We'd had several weeks of good weather with typical winds out of the north, and I had done a bunch of flying off of runway 34. This particular day, the winds were out of the south. I took off in the Eagle on runway 16, went to the northeast practice area, and did a bunch of aerobatics. I came back in towards the south end of Lake Sammamish, "listened" (note the quotes) to ATIS, and called tower. They cleared me for the east channel arrival to 16. Despite what was on ATIS, I had a picture in my head....the wrong one....to runway 34. The clearance puzzled my addled brain, and after thinking about it for a second, I said "I was expecting a clearance to the white water tower." There was silence on the radio, and the controller, ever the professional, said "That would be great, but we're landing on runway 16." I quickly realized two things. First, I had the wrong mental picture, and second, I had just let on to that fact to anyone who happened to be on frequency. Fortunately, they haven't put cameras in the cockpit so

nobody could see my red face. I'm sure the folks in the tower had a good laugh. Like Matt, I had a picture in my head, the wrong one, but I had a picture.

These two incidents ended with an embarrassed laugh and that was the end of it. That's not always the case. I was working with the BEFA crew the day a controller, a CFI with a student in a C-150, and a float plane pilot, all got the wrong picture in their heads and disaster ensued. The controller asked the C-150 if they had "the floatplane" in sight. They reported affirmative, not realizing there were two in the area, and they had eyes on the wrong one. Now, the controller and the pilots in the C-150 all had the wrong picture in their heads. The pilot of the float plane in question thought everybody had him in sight, didn't see the C-150 below, descended, hit the Cessna, and the rest is tragic history. The two pilots in the C-150 were killed. The floats on the floatplane were significantly damaged. We then witnessed the float plane pilot pull off a miraculous landing in the grass at Renton. The pilot and passengers in the float plane walked away unhurt. Everybody involved had a picture in their heads, the wrong one, and it never got corrected.

I am a strong advocate of having a mental picture of what's going on ahead of you as you fly. That's part of "being ahead of the airplane", and situational awareness. I'm convinced the really good pilots have very detailed pictures in their heads of what their environment and the approaching time line looks like, and they react according to that model. It provides something to compare to when deciding whether things are happening as they should. In addition, a good pilot is receptive to new information and willing to change their picture accordingly.

If you've got a funny feeling that your picture, and what's happening, isn't quite right, listen to the feeling and figure out what the issue is. An embarrassed laugh never hurt anybody. Let's all work hard to "have a picture", and then strive to make it the right one.

BTW, flying Matt's airplane was a hoot. Knowing Matt like I do, when he finishes painting it, it's going to be a classic.

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[®] 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>

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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

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