



www.befa.org

840 West Perimeter Road, Renton WA 98057

June 2017

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Naish Gaubatz	Affiliate	RNT
Elizabeth "Lizzie" Hammar	Class I	RNT
Jermaine Medley	Affiliate	Both
Rohan Sharma	Class III	RNT
David Tyler	Class III	Both
Todd White	Class III	RNT

New Solos!

Date	Instructor
Dave Burman	4/28 Jacobson
Jon Klingler	4/29 Tomlinson
Josh Swanson	5/19 Jacobson
Matthew Shimek	5/20 Tomlinson

New Ratings!

Date	Instructor
Joseph J. Miner, SES	5/3 Kenmore
Julia Bitzes, Instrument	5/16 Saladino/ Jacobson
Brad Berger, Comm SES	5/22 Finson/ Wolvington

CALENDAR

Monthly

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

June 2017

Board of Directors Meeting, 4pm 6/16 at Renton Office

From Your President
By Bob Ingersoll

The weather we always dream about is here and I hope

you're enjoying getting some flying time at BEFA!! It's been a tough winter but the BEFA fleet is ready to go thanks to the great work of Wes and our crew. Enjoy!

The Board's Building Committee is continuing to refine our plans for moving forward on working with the City of Renton and Renton Airport to establish a new lease and the needed building configuration to make it a reality. We'll keep you updated as it progresses.

We just renewed our annual insurance program and because of our excellent flying record last year we were rewarded with some much deserved savings on our premium. Thanks!

Aircraft Rates

June-2017	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 96.65
C172	\$ 115.68
C172SP	\$ 131.76
Citabria	\$ 133.46
R172K XP Float	\$ 157.28
C182Q	\$ 161.11
SR20 (HOBBS)	\$ 167.88
C182RG (68T)	\$ 172.28
BE C24R (566)	\$ 188.00
C182RG (65C)	\$ 209.77
CT210	\$ 250.41

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

From Your Operations Officer

By Troy Larson

When learning something new, consistency and standardization greatly aid in the learning process. At BEFA, the primary training aircraft is the C-172, and there has been a lot of effort to standardize each of these aircraft to one another. This process has included the upgrade of the GTN650 into all of the C-172's. The GTN650, as well as the GNS430 and GNS480, all have many user defined settings to customize the display and operation of the unit. The settings in each of these units have been set to a BEFA standard, providing familiarity for pilots as they fly different tail numbers. For the benefit of your fellow pilot, we ask that the settings of the GPS unit are not changed. If they do inadvertently change, please let us know via the squawk process. Thank you, and fly safe.

From Your Operations Manager

By Wes McKechnie

PLEASE START ENTERING MORE FSP DATA AT DISPATCH

When reserving a plane on FSP, please enter a general route or area and comments, particularly if on a cross country or extended time flight. See the Staff if you have any questions. Thanks.

PILOT REPORTS (FAA NOTICE #NOTC7155 ON FAASAFETY.GOV)

Below is a missive from the FAA on pilot reports. Please read. If you would like to read an electronic version of this notice, you can find it at: <https://www.faasafety.gov/SPANS/noticeView.aspx?nid=7155>

Pilot Weather Reports (PIREPs)

Notice Number: NOTC7155

*So, what is a PIREP anyway, I mean really? A **pilot report** or **PIREP** is a pilot's report of **actual** weather conditions encountered while airborne. Typically, pilots file a report to ATC or Flight Service when the weather conditions are not the same as the forecast, or when the conditions are actually worse than the forecast. Low visibility, turbulence, icing, and thunderstorms are good examples of actual weather conditions that may not be in the forecast but may be conditions a pilot experiences during flight.*

What pilots don't often realize is that a PIREP should also be filed when the weather is better-than-forecast. A PIREP filed to report good weather is just as important as a PIREP filed to report bad weather.

The main purpose of a PIREP is Safety! PIREPs help weather forecasters update their data, and improve the quality and accuracy of a weather forecast. These reports also assist pilots, dispatchers, and flight planners to develop a mitigation strategy for possible weather hazards encountered during a flight.

The FAA has a new, electronic PIREP submission tool at the National Weather Service's Aviation Weather Center Digital Data Service (ADDS) website. Registered users can electronically submit turbulence and icing PIREPs on the site, which are instantly displayed in graphical form and distributed nationwide. Visit <https://www.aviationweather.gov/user/register> to register on the Aviation Weather Center site. For more information, see [INFO 14011](#) – Electronic Submission of Pilot Weather Reports (PIREP).

You can also submit PIREPs, as usual, by radio call to the ground facility for your established communications (i.e., FSS, ARTCC, or terminal ATC). If you are unable to submit a PIREP inflight, you can also call the nearest FSS or Weather Forecast Office upon landing. Use the form linked [here](#) to help with formatting your report.

One important thing to keep in mind: Although the PIREP should be as complete and concise as possible, pilots should not be overly concerned with strict format or phraseology. The important thing is to relay the information so that other pilots can benefit from your observation.

Are PIREP reports required by regulation? No. However, it is every pilot's responsibility to file PIREPs, even if there isn't a specific regulatory requirement to do so. As noted in 14 CFR section 91.183(b), the pilot in command of each aircraft operated under IFR in controlled airspace must report any unforecast weather conditions encountered as soon as possible. VFR pilots may feel that PIREPs are not important since they can see the weather, but it's every pilot's responsibility to file PIREPs even if there isn't a specific regulatory requirement to do so. Filing PIREPs improves safety for everyone in our National Airspace System (NAS). Remember — the PIREP you file could save the life of a fellow aviator!

Free PIREP training is available on FAASafety.gov. Look for the Air Safety Institute's SkySpotter "PIREPs Made Easy" course (FAASafety.gov course [ALC-96](#)). After

registration and completion of the course, you will receive WINGS credit that you can use to complete your Flight Review.

PIREPs are each and every pilot's responsibility, so spread the word!

Additional Helpful Links

Aviation Weather Center ADDS Aircraft Reports

<https://www.aviationweather.gov/airep>

Operational Implementation of AWC Online PIREP Submission Form

<http://www.nws.noaa.gov/os/notification/scn16-31pirep.htm>

Inflight Electronic PIREP Submission (1800WXBRIEF)

<https://www.1800wxbrief.com/Website/#!/inflight-pireps-submission>

Aeronautical Information Manual (AIM) Chapter 7-1-19, Pilot Weather Reports

https://www.faa.gov/air_traffic/publications/media/aim.pdf

"Pipe Up With PIREPs" FAA Safety Briefing magazine, May/June 2008

www.faa.gov/news/safety_briefing/2008/media/mayjun2008.pdf

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:

- Mark Gaponoff for continued repairing of our broken ramp ladders!
- Tim Anderson, (CFI), Shad Pipkin (CFI), and Gary Pipkin for folding invoices.
- Joe Miner, Gary Pipkin, Josh Gilpatrick, Jeffery Van Gogh, Charles Williams and Adam Tomlinson (CFI) for repositioning planes
- Tom Forbes for researching & reporting our options on new lighting tubes, good job, Tom!
- Doug Weller (CFI) for helping to review/revise our aircraft test quizzes
- Hunter Block and Joe Miner for the BEFA fleet aircraft pictures for FSP's web site.

- Troy Larson (CFI), Paul Breide and John Parker (Boeing aerial photographer) for air-to-air video of 662AJ for use on our BEFA website, and promotional outlets.
- Paul Ust, Howard Wolvington (CFI) and Steve Beardslee for continual monthly updating of the GPS data bases.
- Ray Pedrizetti for coming in on an off Crew Day a couple of times to do an oil change and dismantle our spare horizontal stabilizer, with help from Julia Bitzes and Kevin Chaney.
- It was a busy month! There were a couple of others names who I can't remember that helped us out, my apologies.

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:

- If any member has an old flat screen TV to use as a scheduling monitor, let the office know.
- New filter needs to be installed on the office water faucet
- Ramp dirt and FOD removal team needed to remove the accumulated mud in the low lying areas of the ramp
- Someone to ramrod an aircraft "bath & BBQ" soon.

From Your Safety Officer By Matt Smith, BEFA Safety Officer

Every two years, certified flight instructors (CFI) have to renew their license. It always amazes me how fast the time goes by between renewals. It seems like I just turned my last paperwork in, and I'm right back at it. Active CFIs, who have enough certificate graduations with the right passing percentage get to fill out some paperwork and turn it into the FSDO as a reward for their hard work. The rest of us have to go through roughly 16 hours of ground school to meet the requirements. You get to pick your poison, you can either go through an intense two days in a class, or grind it out through one of the many on-line options. Invariably, when you chose the weekend option, the weather is gorgeous. It's just a rule of nature. Most of us choose one of the on-line options offered by King

Schools, AOPA, or Gleim. I'm in the middle of the Air Safety Institute's (AOPA) recurrency training now.

As I was going through the early lessons, I was reminded of one of the truisms in flying: "A good pilot is always learning." Most people assume this means a new rating. That's one path, but there are many others available. I'm convinced the BEFA pilots who do a lot of cross-country trips are some of the best pilots in the organization. They are always learning in the form of new airports, new airspaces, and new weather. They are also having the most fun. I sign off all the cross-country itineraries, and love to see where our pilots are going. I was at BEFA the other day when Miguel Mármol was filling out one of the forms. I asked him where he was going, and he casually said Madras Oregon. I gave him my standard clueless look, and he smiled. "I'm going to see the full eclipse of the sun." I was immediately jealous. He's flying down, staying on the airport, and going to see a once in a lifetime event. That's learning in my book. If I wasn't already scheduled to be busy, I would have booked an airplane right there. He's promised pictures.

Another opportunity is to delve into the FAA Safety Team programs. We have a couple of representatives within BEFA in the guise of Howard Wolvington and Tom Howard. Corner them and ask about how the WINGS program or other activity can help your flying. With some effort, you may be able to dodge your next flight review.

Of course, new ratings are a good thing too. Beyond the private pilot certificate, my favorite is the instrument rating. I haven't flown in instrument conditions in years, but I wouldn't trade the rating for anything. There are two reasons. First, your communications skills will improve by several orders of magnitude. You have to learn to communicate effectively under duress. Controllers seem to relish the opportunity to issue a clearance when you're near the top of a climb and about ten degrees before you're supposed to roll out of a turn. It will turn your brain to mush, but in the end, you'll be better for it. Second, you learn what ATC has to offer in the way of services. That's wonderful knowledge for cross-country trips, and if you ever get into an awkward situation. It's hard, but I'm convinced it's worth it.

So, you ask, if I'm a proponent of this, what am I doing in order to walk the walk? Late last year, I passed my regional judges exam within the International Aerobatic Club (IAC), so I get to judge other pilot's aerobatic skill. In addition, I'm moving up to the next level of

competition. I get to learn some new figures such as snap rolls, rolling turns, and inverted turns. Judging and competing will give me many more opportunities to turn my brain to mush. That's a good thing.

Summer's upon us, so get out there and do new things. Challenge yourself. A good pilot is always learning.

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

Matt

CLASSIFIED ADS

WANT TO GO TO OSHKOSH THIS SUMMER?

Two BEFA members are looking for third person to join us in flying to Oshkosh in C-182 (N35LH). Also have extra hotel reservation. Depart about 7/22/17 and return about 7/29/17. If interested, phone or text Tom Forbes for further details at 206-853-8811.

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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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

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