



www.befa.org

840 West Perimeter Road, Renton WA 98057

July 2017

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Jeff Barber	Class I	RNT
Jennifer Boyles	Class I	RNT
Lauren Dowdell	Family	PAE
Robert Dowdell	Class I	PAE
John Fuller	Class II	Both
Donald Gilbertson	Class I	RNT
Rachel Harzewski	Affiliate	RNT
John Higgins	Class III	Both
Karl Holloway	Class II	Both
Shannon Hunt	Class I	RNT
Matthew Scott	Affiliate	RNT
Barbara Sherland	Class II	RNT
Tom Turnure	Class III	RNT
Paul Vahey	Family	Both
Tim Vahey	Class I	Both
Philip Van Seeters	Class III	Both

New Solos!

Date	Instructor
6/20	McKechnie

New Ratings!

Date	Instructor
6/5	Tomlinson
6/23	Jacobson
6/29	Davis

CALENDAR

Monthly

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

July 2017

Board of Directors Meeting, 4pm Thursday 7/20 at Renton Office

Future Aviators and BEFA One Day Aviation Camp, 9:30am-2:30pm, Saturday July 29 at the Renton Office. See Don Shorter's article in this newsletter for all the details!

August 2017

BEFA at Hot Wheels and Wings Day, 11am-1:00pm on August 3 at the Boeing 3-390 Hangar. Boeing-badged members are needed! Please see Bob Bumpous' report for more information!

BEFA at Boeing Renton Family Day, 10am-3pm on August 20th at Boeing Renton Site. Boeing-badged members are needed! Please see Bob Bumpous' report for more information!

From Your President

By Bob Ingersoll

This month I want to discuss my personal experience getting my Basic Med Certificate. Flying with a special issuance was very challenging working with the FAA process. When Basic Med was implemented on 1 May 2017, I decided to see if I could make it work for me. There are four steps to go through. I did this all through the AOPA website. Step 1 is to download the Comprehensive Exam Medical Checklist and fill out the individual's information. Step 2 is to take the Checklist to a state licensed physician. I used my primary care doctor, who is not a pilot or FAA Med Examiner. We had a great discussion about flying and BEFA. After the physical exam the certificate was signed and returned to me. Next step was back to the computer and complete the medical self-assessment course. Again through AOPA. Next is to take and pass the online quiz. After that you complete a form to the FAA which basically gives some information about you and your doctor. No medical data is transmitted. Finally, you print the course completion certificate and keep it with your logbook. I put a copy in my BEFA file as well.

I was apprehensive at the beginning of the process but found it to be quite simple and well organized. Almost user friendly. If you're current with a Class I, II, or III medical you don't need to consider this option. If you've let your medical expire or have had a special issuance, I would recommend you consider this new approach to getting back into the left seat.

Aircraft Rates

July-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.)

BEFA Bylaws Approved

By Troy Larson, BEFA Operations Officer

The membership voted and passed the new bylaws with overwhelming support. The signed bylaws are available for viewing on the BEFA website.

Paine Field Aviation Day Report

By Ken Heinle, BEFA Member

Warm weather and blue skies made for a festive atmosphere this year at Aviation Day, Saturday 20 May 2017, in Everett. Our location was ideal, we were the first airplane on the ramp leading out to the antique aircraft. Most of the day we had a steady crowd at the booth along with a constant line of kids and parents waiting for the perfect photo-op of their child sitting inside the beautiful interior of 2164Z. I'd like to thank the following BEFA volunteers for their time, effort, and

high energy! Jeff Dempsey, Russ Mackey, Steve Kamnetz, John Pizzichemi, Devon Fitzpatrick and Jess Simonson.

From Your Operations Manager

By Wes McKechnie

LEAN OF PEAK FUEL OPS NOTE

I don't think anyone is actually doing this, but PLEASE do not operate "Lean of Peak". From both of our directors of maintenance (DMs): "Lean of peak" operation absolutely SHOULD NOT BE DONE unless you have a full engine monitor installed. Also, highly unadvised on a carbureted engine, as there is just not enough even fuel burn if it is not fuel injected." In addition, this is really meant for professional pilots as considerable monitoring is needed to ensure that engines are not damaged.

BEFA PLANE WASH VOLUNTEERS NEEDED

Please contact the office if you are interested in participating in a wash day for our fleet. We can have a few where just a couple of planes are washed, any time of day. So, please note your available time to contribute and we'll arrange the supplies etc... Mornings/early afternoon and Saturdays are good. Thanks.

GRIEVANCES:

- 6/1/17 704RY right tiedown not secured
- 6/1/17 5344K, 758NF and 735LH pitot tube covers not on
- 6/23/17 PAE Field Knackbox left open, ladder is missing
- 6/25/17 735LH master switch found left on for 2 hours.
- 6/27/17 2164Z Black electricians tape put over air vents. No squawk or explanations

**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 (CFI) for helping with the invoicing.
- Tom Forbes for taking on the hangar lighting research task.
- Glenn Dalby for his marketing support of the BEFA Ground Schools.

- Curtis Jacobson (CFI) for buying and installing a dispenser in the office for sunscreen (SPF 30). Anyone in the business long enough knows that skin cancer is a real pilot problem.
- Kerry Broeckling for arranging discounts for aircraft parts.
- Tom Anderson (CFI) for repositioning planes.
- Joe Miner for helping out with the AOG at Orcas Island, and shuttling planes for maintenance.
- Andrew Boike, (CFI), for replacing the tail beacon in 435SP
- Gary Pipkin for chasing parts
- Paul Ust for taxing planes
- BEFA Crew for doing 5 oil changes in one day!!! EPIC, thanks so much!

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

Once a week, I try to poke my head into Wes McKechnie's office at BEFA. We swap a lot of e-mails, and the occasional phone call, but face to face is always my favorite. People's expressions say so much. On this occasion, as soon as I walked into his office his face said "It's been one of those days." Of course, I had to ask what was going on. He replied, "A BEFA member crossed the taxiway at Paine Field without contacting the tower and stood in the grass beside the runway. Security was called, and now it's a formal runway incursion. The FAA is involved, and the Paine Field administrator wants to know what we're going to do about it."

"Why should we be involved," I asked? "After all, it was the person, and not BEFA who crossed the taxiway." Wes gave me the "You know better than that" look. There is no emoticon for that one. Indeed, I knew better. Whatever happens to BEFA members reflects on our training. After all, we are in the training business. Then, Wes made my day. "I'm going out of town for the next week, so you will be the one to report to the Paine Field administrator, Kara Underwood." Eeek! Talk about trial by fire.

We tried to set up a formal Safety Board before I talked to Kara, but summer schedules conspired such that only Wes and I were able to talk to the member and his instructor in time. The member is a bright young Boeing summer intern with boundless energy. He's trying to finish his private rating while here. His earlier training was from an un-towered airport, and he got a little overwhelmed by Paine. During the conversation, I asked him if he had taken ground school. He replied in the affirmative, said he'd done well, and understood movement and non-movement areas. Then, he said something I didn't expect. "In the classes on movement and non-movement areas, the context was for the pilot in the airplane, and I never made the connection to a person not in an airplane. I assumed the taxiway was just like crossing the road...look both ways and cross."

I had to sit for a minute and digest what he had just said. This suggested that we had a hole in our training. I then went to the Air Safety Institute's website and looked at their flash cards on runways. They don't cover individuals. I looked at the Renton airport operations manual. Again, no specifics on the individual. When I talked to the Paine Field administrator, she said they'd had a similar incident, so had specifically added something in their training. I'll admit their brochure is a little more direct than other resources, but it never explicitly says "people have to have a clearance to walk out on a taxiway". The fact that we've never had this happen before suggests people infer this to be true, but to a 20-year old who wants to watch airplanes land, it may not be so obvious.

I did find the "FAA Guide to Ground Vehicle Operations", and it explicitly says "A Runway Incursion (RI) is defined as any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle **or person** on the protected area of a surface designated for the landing and takeoff of aircraft." (emphasis mine)

The purpose of this article is to make it patently clear...If you so much as drop your chart while doing a walk

around, and it blows onto the taxiway, you MUST contact ATC before you can walk out and pick it up. If the BEFA crew wants to move an airplane from one ramp lane to another, and the wing tip will extend out over the taxiway, they MUST contact Renton ground and ask for a clearance. Planes, vehicles, **and people** must talk to ATC before they can enter movement areas. Actually, pilots in the planes must talk to ATC, but you get the picture. You can expect to hear this again at your next six-month check ride. I've asked the BEFA CFIs to explicitly cover this topic to make sure we don't have a recurrence.

At the end of the day, my conversation with the Paine Field airport administrator was a non-event. My concerns about an inquisition were way overblown. Kara was gracious and understanding. Her concern is for the safety of people on the field. That's no different than BEFA's concern for the safety of its members, meaning we're all working towards a common end.

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

Matt

The 7th Annual Future Aviators/Boeing Employees Flying Association One-day Camp and Flying Day!

By Don Shorter, Sr., BEFA Member

Once again, this year BEFA will assist the fast-growing Northwest youth aviation outreach group called Future Aviators. This program is designed to assist aspiring pilots on how to get their pilot's license quickly and move forward with their aviation careers. The Future Aviators nonprofit aviation introductory program was founded by BEFA member Don Shorter nearly 10 years ago with the idea of identifying, motivating, and directing youth to careers in aviation and aerospace. Don often travels to tell of his own passion to learn to fly at the age of 7, only to be delayed until he was 47, when circumstances in his life finally allowed him to acquire his commercial multiengine, commercial helicopter licenses, and IFR rating. The lengthy trek to fulfill his aviation passion was one of the many inspirations behind starting the aviation outreach located in Bellevue (under Northco Development Inc). The program accepts students between 3rd to 12th grades for aviation introduction and to help them, fulfill their aviation desires at an early age. With the looming pilot

needs in the industry, interest in the Future Aviators program continues to grow.

Future Aviators, is a Northwest-based S.T.E.M. (Science, Technology, Engineering and Math) focused nonprofit agency that will once again team up with BEFA for the "7th Annual Future Aviators Flying Day". Students will hear from experienced BEFA pilots on the various paths to an aviation career, and learn of options on how to receive their pilot license at an early age.

Registered students will fly with BEFA pilots, while video is being shot of the students as they launch their aviation "Flying Dreams" in BEFA airplanes over the Seattle area. Interested BEFA pilots that would like to tell their aviation story or help by flying BEFA airplanes, operate the Red Bird simulator or help out in any way for this exciting event may contact Wes McKechnie at the BEFA office (425) 430-7476.

Students will take off in various groups from the Renton Municipal Airport - KRNT, on Saturday, July 29, 2017, between 9:00 am and 2:30 pm along with participating in other aviation training activities, including tower tours, aircraft maintenance, and much more.

For more information visit: www.FutureAviators.org

Upcoming Event – Hot Wheels and Wings, Thursday August 3, 2017

By Bob Bumpous, BEFA Vice President

On Thursday, August 3rd 2017 from 11:00am – 1:00pm, there will be a Hot Wings N' Wheels event in the 3-390 building hangar at Boeing Field. This event will include an airplane display in the 3-390 along with Antique and Show cars, Hot Rods, Motorcycles, Alternative fuel vehicles and other displays. BEFA has been invited to participate. A BEFA pilot, familiar with the Boeing flight line procedures, will be needed to move one of the BEFA airplanes to and from the 3-390, and 1 or 2 Boeing-badged volunteers are needed to staff the booth. One of these Boeing-badged volunteers will be needed to escort Bob Bumpous from the C39 gate. If you are interested in volunteering, please email bobbumpous@comcast.net. Thanks!

Upcoming Event – Renton Family Day, Sunday August 20, 2017

By Bob Bumpous, BEFA Vice President

The Boeing Renton Family Day Event will be Sunday, August 20, 2017 – 10 a.m. to 3 p.m. inside the gates of the Renton site. Anyone with a permanent Boeing badge may bring guests to Family Day, including: Employees, Contractors, Customers, and Suppliers. All guests (like us Boeing Retirees) must be accompanied by at least one Boeing badged person at all times, so we need seven or 8 Boeing badged BEFA volunteers. Please put this on your calendar. Stay tuned for more details in the August newsletter. If you are interested in volunteering, please email bobbumpous@comcast.net. Thanks!

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, contact Tom Forbes at 206-853-8811 or TForbes@msn.com.

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>

OFFICERS AND STAFF

President

Bob Ingersoll Cell: 206-755-7870
M/C 94-35
rjingersoll77@gmail.com

Vice-President

Bob Bumpous Cell: 425-228-3269
M/C 94-35
BobBumpous@comcast.net

Treasurer

Justice Devara Cell: 425-501-4334
M/C 94-35
JusticeDevara@yahoo.com

Ops Officer

Troy Larson Cell: 206-953-9596
M/C 94-35
troymlarson@hotmail.com

Safety Officer

Matt Smith Cell: 206-375-6567
M/C 94-35
MattFSmith@yahoo.com

Secretary

Harium Martin-Morris Cell: 206-795-9844
M/C 94-35
hmarmo@gmail.com

Operations Manager

Wes McKechnie Cell: 206-384-9680
M/C 94-35 Wk: 425-271-2332
befa_ops@mindspring.com

Staff

Diana Cassity and Yvonne Pipkin

befa_office@mindspring.com Wk: 425-271-2332
Fax: 425-271-2066

Patti Guy

befa_account@mindspring.com Wk: 425-271-2332
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

Webmaster

Steve Isaacson steve.isaacson@gmail.com