



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

840 West Perimeter Road, Renton WA 98057

**August 2017**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>Robert Jewell</b>	Class I	RNT
<b>Omar Khan</b>	Class I	Both
<b>Shinji Maeda</b>	Class III	PAE
<b>Jesse Montez</b>	Class I	RNT
<b>Paul Nguyen</b>	Class I	Both

**New Solos!**

<b>Date</b>	<b>Instructor</b>
<b>Jordan Schiemer</b>	7/11 Kametz
<b>Cynthia Bai</b>	7/13 Paulay
<b>Dave Lewis</b>	7/16 Paulay
<b>Takashi Nagasawa</b>	7/24 Tomlinson

**New Ratings!**

<b>Date</b>	<b>Instructor</b>
<b>Martin Makela, Instrument</b>	6/6 Saladino
<b>Chris Clearfield, CFI</b>	7/14 Saladino

**CALENDAR**

**Monthly**

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

**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' article for more information!

**Bath and BBQ,** Saturday August 19<sup>th</sup> from 9:00am-2:30pm. Wash planes and then enjoy a tasty BBQ lunch!

**BEFA at Boeing Renton Family Day,** 10am-3pm on August 20<sup>th</sup> at Boeing Renton Site. Boeing-badged

members are needed! Please see Bob Bumpous' article for more information!

**From Your President**

By Bob Ingersoll

The BEFA Board met in July and I'm pleased to report there are a lot of flying hours being enjoyed and few red dots on the scheduling board. Our building committee continues to develop our plan for working with the City of Renton and Renton Airport to obtain a long term lease renewal.

Don't forget the BEFA Plane Wash and BBQ and other aviation events this month. There will be no Board meeting for August.

Safe Flying!!

**Aircraft Rates**

<b>August-2017</b>	
<b>Aircraft</b>	<b>Hourly Rate</b>
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 95.88
C172	\$ 114.57
C172SP	\$ 130.51
Citabria	\$ 132.35
R172K XP Float	\$ 156.02
C182Q	\$ 159.29
SR20 (HOBBS)	\$ 166.20
C182RG (68T)	\$ 170.43
BE C24R (566)	\$ 186.60
C182RG (65C)	\$ 207.82
CT210	\$ 247.79

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

**Sierra N38566 Arriving Soon!**

By Troy Larson, BEFA Operations Officer

After some delay, our Sierra (N38566) is on its way. Some may have seen her on the ramp here at Renton for a short while in June. She is currently getting a facelift with the newest and latest Garmin avionics down at TIW. By the end of July, she will be back in Renton getting prepared to officially join the BEFA fleet. She has some nice performance numbers with a top speed of 145kts, range of 620 NM, ceiling of 14,350 ft, and a useful load of 1,030 lbs. Additionally, she has the STEC 50 autopilot, GTN 750 with chart view and Jepp charts, Garmin 430W, Flight Stream 510 (upload your flight plans from your device with a push of a button!), and many more features! She will be a very welcome addition to the fleet.

**Upcoming Events**

By Bob Bumpous, BEFA Vice President

Boeing's **Renton** Family Day will be **Sunday August 20, 2017** from 10:00 AM to 3:00 PM with set-up and take down before and afterwards. Family Days are busy events so we would ideally like to have **nine volunteers** in order to rotate several shifts. A Boeing, or Boeing Visitor badge is required for this event (Visitors require a Boeing escort). Consequently, active Boeing members interested in promoting BEFA are particularly encouraged to sign up for this event. If interested send an Email with your cell phone and email contact information to Bob Bumpous at [bobbumpous@comcast.net](mailto:bobbumpous@comcast.net), or give your name to Diana in the BEFA office.

Boeing's **North Boeing Field** Family Day is tentatively scheduled for **Sunday October 1, 2017** from 10:00 AM to 3:00 PM with set-up and take down before and afterwards. Family Days are busy events so we need to have nine volunteers in order to rotate several shifts. Depending on the weather, we would like someone with a Boeing badge and familiarity with the Boeing flight line procedures to fly one of the BEFA airplanes over for this event and bring it back after the event. A Boeing, or Boeing Visitor badge is required for this event (Visitors require a Boeing escort). Consequently, active Boeing members interested in promoting BEFA are particularly encouraged to sign up for this event. If interested send an Email with your cell phone and email contact information to Bob Bumpous at [bobbumpous@comcast.net](mailto:bobbumpous@comcast.net), or give your name to Diana in the BEFA office.

**From Your Operations Manager**

By Wes McKechnie

**ATTITUDE**

With the Blue Angels recently in town, this iconic flight team provides an opportunity for reflection on our pilot attitudes. I want to start this LONG missive by stating that this is not directed at any one individual or incident, *so please, no one take this as personally directed.* But, sometimes things need to be put on the table for all of us to reflect on, myself included. A number of unique series of occurrences and incidents have occurred the last several months in several different areas, and I'm resurrecting an article I did 6 or 7 years ago to make us all think about the "craft" we've chosen to participate in. In respect to normal GA Flight Operations world, it's probably not too unusual. But, for BEFA it (thankfully) is, and we need to stop and take stock in it, evaluate and learn from it so we can all improve. In general, BEFA is doing fine, with a bit of a cautionary heads up to check up on. What are the dynamics that cause incidents, occurrences and accidents? And, what is the "preventative action" that will stop possible trends? I have a slightly more intense perspective of the outfall of such things. Being the public face of BEFA means I have to personally experience the face to face consequences with insurance rep's, FAA, vendors, pilots and their families, and even the perspective of other rank and file folks in the general aviation community – this hurts, a lot, even the good natured kidding we might get from it. As most of us do, I take great pride in this operation and thank my lucky stars that we have the great corps of volunteers, talent and vendors who keep this place running and elevate BEFA to the level of professionalism we have, but also get pretty discouraged as unreported damage is discovered, checklists, keys and POH's disappear – and planes get damaged through neglect, and careless and general negative attitudes and personal agendas are allowed to impact morale and reality. While watching the Blue Angels over this last Seafair, it became clear what may be needed, and always demonstrates needs of a reset for all of us to aspire to. It's something internal that training or lecturing might not correct, but we try. In watching the Angels function, from some behind the scene opportunities to see their behavior and attitude at their annual dinner banquet, to mounting their planes and flying, even their interaction with the public, answering the same question for the thousandth time, it struck me as to the level of their commitment to improvement, trust in their fellow pilot and respect for their equipment shaped them to be the premier pilots we should all

aspire to be. You can bet if their airspeeds are not on, the consequences are disastrous and they trust each other to fly to the best of their ability thus gaining the deserved respect of their peers and community. Do we strive for exact speed control or is it "I think it's sort of in the general range"? Can you even recite the V speeds for your preferred plane, and if can't, do you at least have a speed card out on your kneeboard to refresh your memory? Do you understand the purpose and value of a stabilized final approach? Do you know when to call it quits, put the plane away and get more training, or view that as a weakness? Can you overcome your ego and not fly your friends to Friday Harbor in marginal weather? Yes, not doing that flight is a disappointment to all, but the potential consequences are worse. Is BEFA merely a stepping stone to something greater, or do you genuinely thank the members for your opportunity to fly with them and reciprocate with a like attitude, protecting your fellow pilots and the reputation of BEFA and the Boeing Company? Do you train to make the hard choices easier? Do you think of how your flight decisions and care of the aircraft and property affects other members - even making sure the planes interior are clean when you leave them for the next pilot, and you're not accidentally marking up the new leather seats with pen marks, and clean them if you do mark it up, rather than leaving it to the BEFA Crew to attend to? Do you move switches, sunshades/visors, seatbelts, doors, windows with gentle, deliberate care, or manhandle beyond their delicate design limits? *Finesse is everything in manipulating anything in a plane.*

The Angels make the hard choice not to perform if the weather conditions are not safe, despite the crowd gathered to watch. I doubt you'll hear them say "I think we can find a way through the clouds over the Cascades" to their passengers if they were taking a C-172 with friends for a trip any more than they say "it's pretty low ceilings and visibility today but let's go ahead and perform the show, we'll just see what the heck happens". You would be shocked if you heard them say that, yet have we said the same thing while pushing our luck flying? Tell this organization, what time, experience and skill sets do we have over them to think we can pull it off? We need to ask ourselves: "what makes me and my family immune from the call that there has been a preventable accident?" Discipline saves lives, ego takes them. I can guarantee that you will not find greasy rags and garbage in a Blue Angel or Air Force Thunderbird plane, taken or abused checklists/aircraft documents and partially secured planes on their flightline. There is too much respect for the equipment and pride in the

craft of flying. Is our respect in the cockpit too? Despite the movie personal of such pilots, the Angels have measured calm demeanors and are evaluated on their mindsets as well as skill sets. When was the last time we pre-flighted our propensity towards the 5 aviation hazardous attitudes?

- **Anti-Authority.** (Making illegal flights, ignoring boundaries and rules, resulting in consequences to your fellow members)
- **Impulsivity.** (Doing something because you're caught up in the moment and not thinking through the consequences to your family and fellow pilots).
- **Invulnerability.** (Full transparency - My weakness... It's never happened to me or anyone I know, I've got a special gift...)
- **Macho.** (I'm too good to get into that situation, I don't need to pay attention to rules and I'm superman in the air... watch what I can do, isn't that cool, honey !!)
- **Resignation** (I'll never get this maneuver down, but it's sort of close ...)

Decisions to fly illegal flights, deviate from prescribed protocol, push weather limits, leave garbage in the planes, manhandle/misuse the equipment etc... all negatively impact your fellow members. We need their "squadron mentality". There are also military consequences which we don't have that helps keep the Angels in check. This arguably puts the burden of our performance *without this checkpoint* on a more severe self-motivated level beyond what they have, demanding in some respect more of a measured decision process and self-imposed boundaries to self-exercise. The Angels Naval check pilots won't allow poor speed control, un-stabilized approaches or any semblance of marginal performance as they define it exist - you're stood down until such performance is acceptable through added training and practice or you move on. Does your CFI or check CFI insist on this, (hopefully they do), and if they do, do you then argue that they're wrong, or quietly think they are wrong, and look for excuses and perhaps then move on until you find a CFI that will OK you to fly, albeit marginally? Or, do you take it to heart, swallow the pride that ruins many pilots and work to improve for your safety, the respect for your fellow member's property and this organizations reputation? If not, this is the wrong place to be. The Angels don't get distracted by the hub-bub surrounding them, they maintain focus on the flight and know it starts long before they touch the ignition. It's professionalism, and a Private Pilot needs to carry that in their flight bag more than all these

wonderful electronic marvels bestowed upon us by the avionics manufacturers. Gadgets are no substitute for clear thinking, focus and decision making, it just masks poor judgment a little longer and they are only as strong as the pilot using them. Decision making and honest assessment will always be the indispensable tool of flying. The "SUV mentality" as I call it, has no place in aviation. You're flying to a business meeting, you're always a pilot first, a business man second! Even the best of us make mistakes, me included, so that means the weakest of us will make plenty more, and perhaps with tragic consequences that affect all of us here and the reputation of this fine organization. I challenge all of us to take the time to see the Angels, or at least check a DVD about them and watch it, but watching live is so much better – get inspired, then think about their commitment and reflect on our personal performance. I know I did.

#### **FUTURE AVIATORS AT BEFA**

Many thanks to Don Shorter, Gary Pipkin, Erik Shutten, Dennis Lam, Harlan Zentner and Fred Quarnstrom for spending their day supporting the very successful Future Aviators Day at BEFA on July 29th! Great job, the kids and parents really enjoyed it!



*Future Aviators studying an airplane in the BEFA Hangar*

#### **BATH AND BBQ AUGUST 19<sup>TH</sup> 9:00AM**

The Annual Bath and BBQ will be on August 19<sup>th</sup> from 9am-2:30pm in Renton.

#### **GRIEVANCES:**

- 7/27/17 7568T Gust lock left off of plane

### **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:

- Fred Quarnstrom & Shad Pipkin (CFI) for helping with the invoices
- Paul Nguyen for his very generous donation of a large flat screen TV for the lobby!!
- Sonny Halbawy & Mike Nykreim for hanging the flat screen monitor in the BEFA lobby.
- Chris Clearfield for coming on board our web site team.
- Julia Bitzes for fixing the fridge
- Tim Anderson (CFI) for multiple taxiing planes to maintenance.
- Kevin Chaney for removing weeds from the ramp.
- Chad Adamson for cleaning the ramp dirt.
- Mark Gaponoff for fixing the ramp ladders
- Tim Anderson (CFI), Curtis Jacobson (CFI), and Chad Adamson for installing the new BEFA exterior sign on the building.

### **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:

- New filter needs to be installed on the office water faucet

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

In the June newsletter, I wrote about one of our pilots taking a BEFA plane to see the full eclipse of the sun on August 21. The next thing you know, there's a stampede for planes on that date. Currently, there are ten planes reserved. I think that's a record for cross country flights on a single date. It wouldn't surprise me if another one or two get added to the list. So, either people actually read the newsletter, or great minds think alike. I'll let you decide which one it is.

On a totally different topic.....In the past, we've offered unusual attitude recover for those who asked. We have a formal aerobatics syllabus that's typically done after a pilot gets their tailwheel endorsement, but not one simply for what's often referred to as Emergency Maneuver Training (EMT). Bob Guthrie, Will Allen, and Rochelle Oslick were all qualified to teach it, and had their own syllabus, typically modified from one Rich Stowell developed. I started with Bob, and finished with Rochelle, continuing on to become immersed in the aerobatics world. Rochelle has moved to California, and Bob has decided he's not going to continue teaching aerobatics. Therefore, we're in transition. We have three instructors who teach aerobatics, Will Allen, Jason Watt, and myself. Troy Larson is approved to teach spins. That said, we still haven't had a formal spin training syllabus.

Curtis Jacobson approached me several months ago about this as he wanted to encourage his students to get spin training. The Citabria instructors knocked the idea around for a while, and are now in the process of putting the finishing touches on a spin training checklist that we will work from for pilots who would like to expand their horizons. It will start with ground training on spins, covering why it's important to know about them and avoid them in typical flying. We'll then do a series of two or three flights covering the gamut from stalls and incipient spins, to one-turn and fully-developed spins, to aggravating factors, and finally scenarios pilots could find themselves in.

We realize there is a range of interest from people who just want to "see" a spin, all the way to those who will go through the entire syllabus. That's okay. Going through the syllabus will not get you any additional privileges within BEFA or the FAA, therefore there is no requirement to do everything once you start. What you will get is an appreciation for what you've read about and been told by your instructor. In my opinion, this will work out to be a great flight review, one that will certainly put a new spin on your flying...sorry, I couldn't resist.

This will be a very controlled environment. The Citabria is specifically designed for this type of training. We will take every precaution, including parachutes and ground instruction on what to expect. For those who do not want to learn to fly the Citabria (I'll never fathom why), the instructor will perform takeoffs and landings, although the participant will be required to be able to start the engine and work the radio. The one restriction is that the Citabria is weight limited, and it is critical that

we keep the loading within the aerobatic envelope. Therefore, this may not work out for everyone who's interested.

Once we finish the details, I will put the syllabus in the cabinet at BEFA, and get it posted on the BEFA website. We look forward to offering this course to the BEFA community.

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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**ACE Aviation**

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

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