



www.befa.org

840 West Perimeter Road, Renton WA 98057

November 2017

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

J. Patrick Hayes	Class I	RNT
Ben Heymann	Class I	RNT
Nicole Piasecki	Class I	RNT

New Solos!

Date	Instructor
7/10	Boike

New Ratings!

Date	Instructor
9/28	Manning
10/2	Hickman
10/4	Kamnetz
10/23	Guthrie
10/28	Jacobson

CALENDAR

Monthly

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

November 2017

BEFA Board of Directors Meeting: Thursday 11/16 at 4pm at the Renton Office.

From Your President

By Bob Ingersoll

It's that time of year for our annual BEFA Board elections. You'll be receiving a ballot in the mail to vote for Vice President, Treasurer, and Safety Officer. The election committee has developed an outstanding slate of candidates for these positions.

In addition, there is a separate ballot to vote on a By Law revision that has been verbally approved by Boeing but needs to be ratified by our membership. That is, to revise the Treasury position to include Boeing retirees as well as Boeing employees as eligible candidates. This is being implemented across all Boeing Recreation organizations, and will greatly help BEFA by enlarging the pool of qualified candidates.

Your vote counts and we appreciate you getting your vote back to BEFA this month.

Dialogue with the City of Renton/Renton Airport and the BEFA Building Committee is continuing. We will advise you as it progresses.

Safe Flying!!

Aircraft Rates

November-2017	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 97.37
C172	\$ 116.71
C172SP	\$ 132.92
Citabria	\$ 134.49
R172K XP Float	\$ 158.45
C182Q	\$ 162.80
SR20 (HOBBS)	\$ 169.44
C182RG (68T)	\$ 174.00
BE C24R (566)	\$ 189.30
C182RG (65C)	\$ 211.58
CT210	\$ 252.84

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

Call for 2017 BEFA Accomplishments

By Bob Bumpous, BEFA Vice President

As the end of the year approaches, it is always good to reflect on our accomplishments for the year and document them. BEFA has participated in a number of Boeing and non-Boeing events during the year, which have been documented in our BEFA newsletter, but there are other things we have done, either individually or as a group to support BEFA, Boeing and our community which may not have been recognized or recorded.

I would like each of you to take a few moments to reflect on things you have been involved with over the last year and send me a note so they may be documented and remembered. Particularly, I would like to have anyone who got their pilot's license or who got a new rating or flew a new type of airplane or got any flying related award to let me know so we can verify the display in the BEFA office is up to date. Also, if any of you participated in any STEM events, such as Don Shorter's Future Aviators, that would be good to document, also. Please send your inputs to me prior to Nov 15 so they can be reviewed at the next BEFA Board meeting. Thanks in advance for your support.

Bob Bumpous
bobbumpous@comcast.net

**Thank You to Boeing Seattle (NBF)
Family Day Volunteers**

By Bob Bumpous, BEFA Vice President

On October 1, 2017, Boeing held the Seattle Family Day event at North Boeing Field (NBF), which included exhibits from Boeing organizations and clubs, community and business partners. BEFA was proud to be invited to be an exhibitor at this event. Boeing estimates that 4000 Seattle area employees, their families and guests came to this event at the Boeing Delivery Center at Boeing Field.

The following individuals volunteered their time and shared their enthusiasm for flying with the Boeing employees and family who stopped by the BEFA booth. The volunteers included Andrew Boike, Bob Bumpous, Chad Adamson, Jordon Triggs, Kevin Chaney, Kurt Evenstad, Matthew Shimek, Paul Briede, Paul G. Vahey, and Tim Vahey. BEFA would like to thank them for their time and dedication to BEFA and for their willingness to spread their joy of flying!

From Your Operations Manager

By Wes McKechnie

COLD WEATHER OPS

We had a fairly light turnout for the BEFA Cold Weather ops seminar. YOU MUST get coaching on usage of the engine preheaters, start cart, weather do's and don'ts, engine/airport operations in sub-freezing temps and de-ice ops if you plan to fly in sub-freezing temperature weather. We'll be happy to provide another comprehensive seminar, if there is enough interest. Let the office know! Thanks.

RENTON FLIGHT SCHEDULE PRO ADDITION

PILOTS, please start using the FSP squawk feature, like we do at PAE BEFA, on squawks for the Renton Fleet. There is a tutorial on the FSP web site, but it is fairly intuitive. You may also see Staff on its operation, if needed. However, we also ask that you continue to write the paper squawks as well, until we get the "path worn" so to speak, on the electronic squawk feature, and inevitable teething problems worked out.

GRIEVANCES:

- Wingtip damage to 78440 from unknown source.

**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:

- Andrew Boike (CFI), Adam Tomlinson (CFI) and Charles Williams for shuttling planes.
- Kevin Chaney for redesigning the Rating Board.
- Kevin Yarnell for painting and refurbishing the side stairs, good job.
- Mark Gaponoff and Mark Ligman for ongoing work on the ramp ladders.
- Harlan Zentner & Joe Miner for helping with the billing.
- Rohan Sharma for washing 735LH

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

Since I'm still working full time, and have only a limited amount of time to teach, I restrict myself to tailwheel and aerobatic instruction. By the time someone asks me to work with them, they already have their pilot's

license, and possibly much more. I have always been fascinated observing people doing things, and this provides me an opportunity to see how different rated pilots fly. I've encountered numerous techniques that I've incorporated into my own flying. Whenever I see someone do something different than I do, I like to ask the question "Why?" Very often, I get the response, "I was taught that way." I know I've given the answer when I was asked the same question. As part of the mantra "A good pilot is always learning," we all need to be aware of what we're doing, and think about why.

As an example, I got my pilot's rating in one of the Piper Warriors BEFA had at the time. After I got my license, I immediately wanted to fly the C-172s. My basic instructor wasn't available, so I grabbed Norm Craven, and away we went. The first time around the pattern, I took off, turned crosswind, waited for 1000 feet, pushed the nose over, trimmed the airplane, muscled the airplane onto the downwind, and cruised to the base turn at 100+ knots. I was tense the whole time.

Norm asked me why I flew that way, and I answered "Because I was taught that way." He laughed, and said something I'll remember forever..."Flying the pattern is slow flight. You should be able to handle the airplane at the speed of the slowest airplane in the pattern." He owned a Beech Bonanza, and said he'd learned to fly it at the same speed as the C-150s while in the pattern.

The next time around, he had me fly with full power to 950 feet, and then pull the power to the bottom of the green arc. The airplane quit climbing right at 1000 feet, benignly nosed over, and I was flying just above approach speed. Things slowed down, and the rest of the pattern was quite sedate. In the Citabria, this yields roughly 80 MPH which just happens to be the approach speed for a wheel landing. I don't have to touch the trim, or pitch attitude when it comes time to descend. I merely reduce the power setting, and down I go. Talk about a stress reliever. These are the tidbits that hang with you your entire flying career.

When we're working on our private license, it's kind of like being handed a cooking recipe. It's best to work exactly with the recipe until we can do that right. Then, we can wander afield with the ingredients to see if there's something better. With flying, the private license is the learning of the basic recipe. The instructors at BEFA try to teach things reasonably consistently such that the Check Pilots know what to expect when they do the solo, and final phase checks. Once you have the license, it's time to work with different instructors, and

go fly with other pilots observing everything that's going on, and really begin to ask the question "Why?"

There's a world of things to learn. Some of them you want to incorporate into your regular flying. Some of them, you'll decide are not right for you. By getting out with other pilots and instructors, and asking "Why?", you'll expand your abilities and be a better pilot.

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  Find us on Facebook
<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

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