



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

840 West Perimeter Road, Renton WA 98057

**January 2018**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>"Ann" Yian Guan</b>	Class I	Both
<b>Pat Hayes</b>	Class I	Both
<b>Michael Hobson</b>	Class I	RNT
<b>Kory Keymer</b>	Class III	RNT

**New Ratings!**

<b>Date</b>	<b>Instructor</b>
<b>Albert Yarin</b>	12/5 Jun Lee
<b>Matthew Shimek</b>	12/15 Jacobson
<b>Takashi Nagasawa</b>	12/26 Tomlinson

**CALENDAR**

**Monthly**

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

**January 2018**

**BEFA Board of Directors Meeting:** Thursday 1/18 at 4pm at the Renton Office.

**February 2018**

**BEFA at the Northwest Aviation Conference:** 2/24 and 2/25 at the Puyallup Fairgrounds Showplex Event Center. Volunteers needed! Please check the article in this newsletter!

**From Your President**

By Bob Ingersoll

2018 has arrived and it's a good time to look in the mirror and make those New Year's resolutions. As I said in last month's newsletter, overall 2017 was a very

good year for BEFA. I'm optimistic about 2018 in terms of our membership, financial health, and fleet of aircraft. We need to constantly prioritize our Safety mind set and make sure it's always first and foremost.

Starting a new year is a good time to do a self-assessment of our personal risk factors especially when it comes to aircraft and flying. Are you as sharp starting 2018 as you were starting 2017? Particularly in terms of proficiency, currency, and medical?? Each of us has our own risk factors when it comes to flying and we need to do a self-assessment of their currency.

It's that time of year when BEFA is conducting a lot of annual inspections and other maintenance to our fleet. Our Redbird has been updated and is a good option for winter weather and; the preflight is warm and dry.

**Aircraft Rates**

<b>January-2018</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	\$ 97.86
C172	\$ 117.42
C172SP	\$ 133.72
Citabria	\$ 135.20
R172K XP Float	\$ 159.26
C182Q	\$ 163.97
SR20 (HOBBS)	\$ 170.52
C182RG (68T)	\$ 175.18
BE C24R (566)	\$ 190.20
C182RG (65C)	\$ 193.73
CT210	\$ 229.52

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

## Northwest Aviation Conference - Volunteers Needed

**February 24th and 25th, 2018**

By Curtis Jacobson, BEFA Vice President

Volunteers will be needed to staff BEFA's booth at the 2018 Northwest Aviation Conference that will be held February 24th and 25th at the Puyallup Fairgrounds, Showplex Event Center. We need a minimum of twelve members to cover the six shifts on Saturday (9:00-5:30) and Sunday (10:00-4:00). A sign-up sheet with the available shifts and times is located on the counter in the BEFA office in Renton. If you would like to help out, but are unable to come in to sign up, please call the BEFA office on 425-237-2332, or send an e-mail to: [befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com)

The Conference & Trade Show has been an integral part of aviation in the Northwest for more than 30 years and brings pilots, mechanics, aircraft owners and their families together for two days of seminars and presentations as well as over 300 exhibits. BEFA has regularly participated at the NWAC with a display booth. Volunteers will have access to the show before or after their scheduled shift. Additional information can be found on the NWAC website at: <http://www.washington-aviation.org/>

This is a great opportunity to get the word out about BEFA and to experience the NW Aviation Conference. Thanks in advance for volunteering your time and effort!

## From Your Operations Officer

By Troy Larson

N2365C (C-182R) and N9843Y (CT-210N) aircraft rates have been reduced significantly. We made this decision in the interest of the membership to make these aircraft more accessible to a wider range of pilots. N2365C is a C-182R and is a great IFR platform with advanced avionics and a solid autopilot. N9843Y is the CT210N with turbocharger, de-ice boots, advanced avionics, and oxygen providing high altitude capability up to a service ceiling of 28,000 feet! The Cirrus SR-20 (N662AJ) is another great IFR platform, especially now that it has ADS-B In/Out, connectivity with a portable device (iPad) to the Garmin 430W navigation system, and an advanced glass cockpit. The Beech Sierra will be online soon at competitive rates with the C-182's, sporting a Garmin 750, portable device connectivity to the 750, ADS-B In/Out, and STEC 50 autopilot. Let's not forget

about the Citabria! Get that tail wheel endorsement or learn to fly upside down! For those marine type pilots, the C-172XP float plane is a great way to get around the Puget Sound, and also a great opportunity to obtain a sea plane rating. Take advantage of these opportunities and expand your experience by flying something new, or becoming more proficient in an aircraft you are already qualified in.

Electronic squawks are alive and well! For the time being, we are still maintaining the paper squawks process in addition to the electronic squawk process. There are directions for writing electronic squawks by the Tach books, as well as by the computer near Diana's desk. I am looking forward to 2018 and hope you are also!

## Redbird Flight Simulator Update

By Harium Martin-Morris

With fewer flying days available in the winter months, the Redbird is an excellent way to keep your skills sharp. We have two significant improvements to the simulator. We have updated the **RealNav** database and we will be transitioning to a new interface call **Redbird Navigator**. RealNav contains information about airports, runways, enroute and terminal waypoints, VHF nav aids, airways, instrument approaches (including WAAS), departure procedures (SIDs), arrival procedures (STARs). The Redbird Navigator interface will no longer require the use of the USB Memory Stick. You will use any WiFi enabled device (Smart Phone, Tablet, iPad or the Instructor Station inside the Redbird) to select your various Flights/missions or have instructors simulate failure and change weather while students are flying. In addition Navigator will allow for the ability to setup Free Flight where you can select a location, weather condition and start your flight from there.

In order to get ready for the transition there is an online tutorial available for download at: <https://simulators.redbirdflight.com/technologies/navigation> or on how to use Redbird Navigator. There is also a hardcopy in the simulator room. The transition Redbird Navigator will be completed on the week of January 22, 2018. New signs and procedures will be posted on the day the new procedure take effect.

## 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 Quarmstrom for maintenance taxiing 662AJ
- Gokay Taskin & Joe Miner for taxiing maintenance planes.
- Harlan Zentner for helping with the invoicing.
- Conrad Kimble for donation of Pilot Operating Handbooks
- Kelly Jackson for helping secure the fleet from wind.
- Adam Tomlinson (CFI) for cleaning the fuel testers.
- Gary Pipkin for general help and securing tiedowns for wind storm.
- Kerry Broeckling for bringing in the very cool, high quality 2018 aircraft calendars for members.

## From Your Safety Officer By Matt Smith

WOW! Another year has just flown past (pardon the pun), and I've been doing this for two years now. First, I want to thank you for the opportunity to serve BEFA for another two years. Let's make 2018 another safe and fun year.

The fog was heavy in Renton on a Saturday in December, and three pilots were in the BEFA office trying to decide what to do. The TAFs said the fog should lift, but it was taking its own sweet time doing so. Around noon, the fog was finally showing serious signs of lifting, so all three pilots began preparations for their flight. Just about the time they got finished, the rotating beacon on the control tower was turned off, indicating the field was no longer IMC. The METARs and TAFs indicated clear skies to the north, but still foggy to the south. Indeed, you could see a serious fog bank south of the field. The question was whether the fog would roll back in, or finish clearing off.

The three pilots debated what to do. Reasonable flying days are hard to come by, so letting one get away is a tough decision. The first pilot looked at the temperature/dewpoint spread, saw they were only a couple of degrees apart, and decided the risk wasn't worth it. They cancelled their reservation, and went off to do their holiday shopping. The second and third pilots decided they could make things work. The second had a current instrument rating, and was comfortable

picking up a pop-up clearance if required to get back into Renton. The TAFs indicated no issues at Paine until after dark, so the third decided since they were going to do air work, they could do their flying close to Paine Field. If Renton closed down, they would land there.

Lo and behold, the fog did roll back in. The first pilot smiled while they were driving around Renton, comfortable in the idea they had made the right decision. The second pilot ended up requesting the pop-up clearance and getting back into Renton safely. The third pilot had to land at Paine, call someone to come get them, and were able to bring the plane back to Renton the next day.

That leads to the question, which pilot made the right decision? In my book, all three did. Often, we assume a question has only one right answer. That's not always true in the flying world. Pilots have to make decisions based on their experience, ratings, recent flying time, and comfort with a given situation. Substantially different decisions may be made based on the same basic scenario.

The most conservative decision was made by the first pilot. It's the one I would have made. While I have an instrument rating, I'm not current. Even then, I doubt I would have the confidence to pick up a pop-up clearance. If I had diverted to Paine, my wife would have given me no end of grief for having to drive to Everett to pick me up. Holiday shopping, here I come.

The second pilot gave themselves two outs. The first being the instrument clearance, and the second being an alternate airport. To me, the pop-up clearance shouldn't be taken lightly. First, there's no guarantee you'll get it. Second, if the fog were to really settle in, the pilot might have to perform a missed approach, and go back to Paine. This is not for the "casual" instrument pilot.

The third pilot gave themselves a reasonable out. From a safety point of view, it would have been easy for me to seriously consider this decision. There are two issues here. The first is that since Renton was prone to fog, how comfortable are you when the TAFs say PAE should stay clear? That decision takes a little head scratching. The second issue here is the stranding of a BEFA plane at the alternate airport. Pilots need to remember that as long as there is no mechanical issue, they are ultimately responsible for getting planes back to their home base. This does not mean they have to fly the plane back, but if BEFA has to send a pickup plane and pilots to ferry the plane home, the initial pilot is responsible for costs. As

long as the pilot is comfortable with this responsibility, this is a reasonable decision. That said, if it was foreseeable the weather would turn for the worse, leaving a plane somewhere will generally lead to at least an informal safety inquiry with Wes and me to walk through the decision process.

All three pilots gave themselves an out, and their adventures ended safely. That's the most important thing.

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

Matt

### BEFA's New HD Web Cam

Your new VP, Curtis Jacobson, has installed a HD web cam that covers the BEFA RNT Ramp, and the north end of the runway and surrounding area. This is a super addition and much better quality than the Airport's camera. Check it out!  
<https://video.nest.com/live/sja6XbEAfR>

### 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

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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

**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:**

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