



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

840 West Perimeter Road, Renton WA 98057

**February 2018**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>Chris Allen</b>	Class I	RNT
<b>Kurt Cantarano</b>	Class I	PAE
<b>Chris Japhet</b>	Class I	RNT
<b>John Lesh</b>	Class I	RNT
<b>Cody Waltermire</b>	Class I	RNT

**New Solos!**

<b>Date</b>	<b>Instructor</b>
12/27	Kamnetz
1/8/18	Guthrie

**CALENDAR**

**Monthly**

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

**February 2018**

**BEFA Board of Directors Meeting:** Thursday 2/18 at 4pm at the Renton Office.

**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

The BEFA Board had their first 2018 meeting with the new board members Jan 18. First, we learned that we have a waiting list of potential guest applicants of 70 people. This is the most I can ever recall. We are going to be interviewing a number of these applicants to add to our active membership. We have to balance

additional members with our number of aircraft and scheduling of them; do we have enough CFI's to accommodate these new members? Many are prospective student pilots split between PAE and RNT. Actually, this is a good challenge if managed appropriately.

Second, we are finalizing a settlement with the insurance company regarding the loss of C172 01D. This will allow us to proceed with searching for an appropriate replacement aircraft. We plan to salvage many components of 01D for use on our C172 aircraft.

There is an article in this issue by Matt Smith about the incident involving C182RG 68T. We are proceeding with necessary repairs but, unfortunately, this aircraft will be grounded for the foreseeable future and we will be processing an insurance claim for this aircraft as well.

Our Building Committee reported that they are pursuing a feasibility assessment for a PAE site. Right now, we have one hangar at PAE and need a more permanent presence there. We continue to stand by to hear from RNT Airport about our long-term lease and building plans.

The Sierra is here and ready to fly! To get checked out in the Sierra contact Howard Wolvington, Curtis Jacobson, Lis Saladino, or Troy Larson. Take advantage to fly a low wing complex aircraft with a GNS750!

**Aircraft Rates**

February-2018	
Aircraft	Hourly Rate
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 Manager**

By Wes McKechnie

**PAPER SQUAWKS GO AWAY, AND HOW TO CHECK AD'S...**

As PAE BEFA has been doing, we are now going paperless for squawks starting February 1, 2018. Please use the FSP section to log your squawks. Also, you can check the AD's and other maintenance status on FSP as well. Your Board Secretary Harium Martin-Morris has created two excellent flyers on how to: 1) Check AD's currency, and 2) Check or write a squawks. These tutorials are available in two ways:

1. In paper form at the office, or
2. From the BEFA website at the following links:
  - a. Check or write squawks on FSP: <http://befa.org/wp-content/uploads/2018/01/Create-Squawk-in-FSP.pdf>
  - b. Checking ADs Currency on FSP: <http://befa.org/wp-content/uploads/2018/01/Check-ADs-in-FSP.pdf>

You can also check out the video tutorials on FSP as to how to do this.

See the Staff if help is needed. Thanks!

**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 Middlesworth for donation
- Harlan Zentner for changing out lights
- Gary Pipkin for help in securing fleet for the wind.
- Paul Ust and Howard Wolvington for updating databases.
- Julia Bitzes for taxiing aircraft and office work.
- Bob Guthrie (CFI) for taxiing aircraft
- Martin Makela for recycling old office computers and printers
- Paul Ust for updating the databases.
- Kevin Chaney for redoing the dispatch board.

## From Your Safety Officer

By Matt Smith

Let's spend a little time talking about one of the 2017 Safety Boards. The incident occurred at Monroe, where a CFI candidate and his instructor, had a hard landing in 7568T (C-182RG). The candidate was PIC in the right seat. He was working on short field landings, and was trying to make the approach with the power at idle. They got low on the approach, and had to add power to arrest the descent. After clearing the fence on the east end of the runway, the pilot reduced power back to idle. The airplane hit the runway hard, and bounced. The pilot added power, and performed a successful go-around. He retracted the gear and, due to time constraints, flew the plane back to Renton. Only on entry to the pattern did they think about the possibility that the hard landing might have affected the gear mechanism. Fortunately, the gear deployed, and they landed safely. On post-flight inspection, they could see the front gear was bent. They immediately reported it to Wes. There was significant damage to the front gear, leading to a Safety Board. The Board concluded that when the power was reduced to idle after arresting the descent, the loss of lift on the horizontal tail caused the nose to drop. The 182 RGs are notoriously nose heavy. Anybody who's flown them can tell you stories about dropping the nose at some point in their experience. The pilot would have pulled on the yoke to try to hold the nose up, slowing the plane, and finally dropping it on the runway.

It would be easy to focus on the things that went wrong on the approach, such as allowing the plane to get low in the first place, but I also like to spend time at the Safety Boards talking about the things that went right. First, after the airplane bounced, the pilot had the presence of mind to do a go-around. That's not a trivial act. Most pilots would have said, "I can make this landing work", and tried to get it on the ground. Monroe is not a forgiving airport, with a very narrow and short runway. He might have been able to force the airplane down, but to what end? It would have been very easy to go off the side, or end, of the runway. If he didn't add any power after the bounce, there's a very real possibility he could have stalled the plane high enough off the runway the crash would have destroyed the airplane and injured the pilots. As it was, they gave themselves an opportunity to assess the situation and ultimately land safely. Second, after landing, they realized something was amiss with the landing gear and immediately told Wes the plane needed to be checked.

We've had pilots walk away from things like this, leaving it to the next pilot to catch. If the next pilot didn't detect the problem, they could have taken off, and maybe this time, the gear wouldn't deploy, leading to an accident.

Little things make a difference. While it's true the pilot shouldn't have bounced the airplane in the first place, everybody who's ever flown an airplane has made mistakes. What happens after the mistake says a lot about the professionalism of a pilot. After the bounce, the pilot and his instructor did what they should have for their own safety, and for the safety of the next pilot. These are good habits to develop.

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

Matt

## CONTACT INFORMATION

**BEFA Homepage:** <http://www.befa.org>

**BEFA Webcam:**

<https://video.nest.com/live/sja6XbEAfR>

**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](mailto:rjingersoll77@gmail.com)

### Vice-President

**Curtis Jacobson** Cell: 360-201-1360  
M/C 94-35  
[cjacobson@outlook.com](mailto:cjacobson@outlook.com)

### Treasurer

**Carol Bonham** Cell: 206-303-7073  
M/C 94-35  
[cbonham@wolfenet.com](mailto:cbonham@wolfenet.com)

### Ops Officer

**Troy Larson** Cell: 206-953-9596  
M/C 94-35  
[troymlarson@hotmail.com](mailto:troymlarson@hotmail.com)

**Safety Officer**

**Matt Smith** Cell: 206-375-6567  
M/C 94-35  
[MattFSmith@yahoo.com](mailto:MattFSmith@yahoo.com)

**Secretary**

**Harium Martin-Morris** Cell: 206-795-9844  
M/C 94-35  
[hmarmo@gmail.com](mailto:hmarmo@gmail.com)

**Operations Manager**

**Wes McKechnie** Cell: 206-384-9680  
M/C 94-35 Wk: 425-271-2332  
[befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com)

**Staff**

**Diana Cassity and Yvonne Pipkin**  
[befa\\_office@mindspring.com](mailto:befa_office@mindspring.com) Wk: 425-271-2332  
Fax: 425-271-2066

**Millicent Rhoades** Wk: 425-271-2332  
[befa\\_account@mindspring.com](mailto: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](mailto:mksingleton@hotmail.com)

**Webmaster**

Steve Isaacson [steve.isaacson@gmail.com](mailto:steve.isaacson@gmail.com)