



www.befa.org

840 West Perimeter Road, Renton WA 98057

March 2018

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Daniel Anderson	Class III	RNT
Chris Japhet	Class I	PAE
Scott Lee	Class I	RNT
Larry Little	Class I	RNT
Thomas Stewart	Class I	Both

New Ratings! Date Instructor

Mikel Moore, Instrument	2/5	Saladino
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CALENDAR

Monthly

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

March 2018

BEFA Board of Directors Meeting: Thursday 3/15 at 4pm at the Renton Office.

April 2018

Save the Date! Spring BEFA Floatplane Seminar: Sunday 4/8 in Renton

Save the Date! Annual Membership Meeting and Crab Feed: Saturday 4/21, 5:00pm at the Renton Office.



From Your President

By Bob Ingersoll

Your BEFA Board met last week and is reviewing the new Boeing policy for workforce development, workplace of the future, and charitable investments and how BEFA may benefit from this initiative working with Boeing.

Working with the Renton School District we are creating a BEFA Aviation Scholars Program that would sponsor free ground school for Renton High School students leading to passing the FAA Private Pilot Written Exam. In addition to the classroom instruction, the students will have the opportunity to work with the BEFA Crew and understand ATC through the Renton Tower. This would create a pipeline for young people to be exposed to various aspects of general aviation. The idea is to run the school twice a year with 10-12 students per class. We have reached out to Boeing to help with the funding of this program. This is a perfect opportunity for BEFA membership to participate as well by making tax deductible donations to BEFACT. For Boeing employees and retirees, Boeing has increased its matching funds program from \$6000 to \$10000. You can share your love of aviation by helping these young people get a chance to learn about aviation.

In addition, we have approached Boeing about reassessing the Boeing reimbursement policy for solo and private pilot's license. Since the mid 1990's, an employee can receive \$500 for solo and \$1000 for a private pilot license. We'd like to expand the reimbursement policy to include instrument rating, commercial rating and CFI rating as well as adjust the values, which have not been updated since inception. There is a Boeing Questionnaire that Boeing employees can use to respond in favor of this initiative.

Finally, save the date for our annual meeting, Crab Feed which will be April 21, 2018.

Aircraft Rates

March-2018	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 98.41
C172	\$ 118.21
C172SP	\$ 134.61
Citabria	\$ 135.99
R172K XP Float	\$ 160.16
C182Q	\$ 165.27
SR20 (HOBBS)	\$ 171.72
C182RG (68T)	\$ 176.50
BE C24R (566)	\$ 186.20
C182RG (65C)	\$ 195.14
CT210	\$ 231.39

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

BEFA Annual Meeting and Crab Feed, Saturday, April 21, 2018

By Curtis Jacobson, BEFA Vice President



The BEFA Annual Meeting and Crab Feed will be held this year on Saturday, April 21, 2018 at 5:00 PM in the Renton hangar. BEFA will again be providing Crab as the principal entree along with BBQ and a variety of salads, rolls, desserts and beverages (water, soft drinks, and coffee). For members who would prefer items other than these, space will be set aside on the serving table to accommodate "pot-luck" offerings. Just let us know ahead of time what you plan to bring, and whether any special provisions are required (i.e. electrical power for warming trays, etc.). Those bringing potluck items of their own should plan to arrive a little early (~4:30pm), so that the serving tables can be ready to go when the dinner service begins at five.

A registration form for the meeting is on the counter of the BEFA Renton office where you may sign up in person. Or if that's inconvenient, you may notify the BEFA office staff by phone, or e-mail them at befa_office@mindspring.com. Please let them know that you'll be attending and how many guests you expect to bring. The cost this year will be \$20 for adults and children over 12 (BEFA lost money on this last year, so

there is a small price increase). Children twelve and younger are still free. Payment may be made at the door by cash, check or billing to your BEFA account.

As always, we need some volunteer help with logistics. A separate sheet will be provided identifying the various opportunities available. Help with this will be greatly appreciated. Some of the tasks include:

- Clean up the hangar for the Meeting.
- Pre-Meeting Logistics, get the main course, salads, rolls, desserts, etc.,
- Set-up and take-down of chairs and tables (4:00pm the day of the event).
- Placement of utensils, plates, napkins, and tablecloths.
- Serving during the meal.
- Wipe down, fold and stack tables after the event.

You may also contact Curtis Jacobson, 360-201-1360 or cjacobson@outlook.com if you would be willing to lend a helping hand. Please mark your calendar and we'll see you there

From Your Operations Manager

By Wes McKechnie

739BT DISCOUNTED TO \$102/TACH HR FOR ENGINE BREAK IN PERIOD

N739BT tach time has been reduced to \$102/tach hr for the new engine break-in period. We expect this to take about 15 tach hours. The aircraft is operationally restricted per the new engine break-in period procedures. These are posted throughout BEFA. Please call Ops if you have any questions.

739BT POSTED TO BEFA RENTON

N739BT is repositioned to BEFA RNT until the new engine break-in is concluded. N5344K will remain temporarily at PAE BEFA at least until 739BT is returned to normal ops, at PAE BEFA.

REPLACEMENT FOR N4801D HAS STARTED

Oliver Meier is heading the search for a replacement C-172 for N4801D. We have concluded the insurance settlement and have finally received the check to be used for the base funding of the new aircraft.

SPRING BEFA FLOATPLANE SEMINAR

BEFA will hold a spring floatplane seminar on Sunday, April 8th. Our chief float plane pilot/instructor, James

Finson, will be heading this up. This is really a must attend session, so hope you can make it. Not only is it a refresher of best practices for float flying, we also need to address unreported damage found on the floats that is not being reported. We've been doing well up until now, and hope to continue to keep safety and costs reasonable to justify continued operations at BEFA. More information will follow.

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 data bases.
- Great support from members Bob Guthrie, Lynn Kanninen, Kevin Chaney, Michael Vallimont, Gary Pipkin, Mark Gaponoff, Chad Adamson, Russ Hayes, Matt Shimek, Jon Klinger, Bob Hardin, and the coordinator of the BEFA effort at the Northwest Aviation Conference, Bob Bumpous!
- Big thanks to Kevin Chaney and Chad Adamson for scrubbing out the interior of 739BT, washing the exterior and then lubing all the doors, seat tracks, cranks etc... while it was here at RNT BEFA. Nice job!
- Kevin Chaney for re-doing the dispatch board.
- We're sure we missed a few folks this month, please remind Wes of your good BEFA deeds and we'll include them here next month, it's important that other members see your activity.

From Your Safety Officer By Matt Smith

"Is the ball centered?" I look down and, big surprise, it's not. It would be one thing if this occurred with only one instructor, but it has been my experience to fly with two who seemed to feel the slightest excursion and would call me on it.

The Citabria presents an interesting situation. There is only one slip/skid ball in the airplane and it is centered on panel right in front of the pilot in the front seat. As the instructor, sitting in the back seat, there is no way to see the ball, yet Bob Guthrie and Rochelle Oslick could both tell me when it was not centered.

I was working with someone who wanted to instruct in the Citabria, and I was sitting in the front seat observing their flying skills. As we flew along Lake Sammamish towards Renton, I watched the ball, and it was constantly off to the right side the whole way back. Apparently, I'm not the only pilot who has this disease.

I've spent a bunch of time in both the Citabria and the Eagle working on my sense of things. I thought it would be easy in the Eagle. The pilot's harness has a ratchet mechanism on the lap belt, so when I'm going to fly aerobatics, I wrench it down until it nearly cuts off leg circulation. One would think I should be able to sense the slightest out of balance tendency. It's not as easy as you might think, but I'm getting better. You can indeed feel slight pressure differences in your rear end if you're paying attention. From time to time, I'll close my eyes (for only a short period of time), get the feeling of centered, and then look at the ball. Most of the time, I can get it correct. I suppose this is where the saying "Flying by the seat of your pants" comes from.

About now, you should be asking the standard question: "What's your point?" This sense has a lot to do with safety in the maneuvering phase of approach to landing. Every year, the Nall report points this out as being one of the most dangerous phases of flight. Pilots get distracted by what's going on around the airport, overshoot the runway on the base leg, and try to pull the airplane back onto the centerline with the rudder. This puts the airplane into a skidding turn (ball to the outside of the turn) which is the basis for a spin entry.

When I teach spins, there are a couple of things I try to drill into people. First, a single turn spin in an airplane designed to spin, with a pilot prepared to respond, eats up around 500 feet. Imagine what it takes for a surprised pilot in an airplane with passengers. Ask yourself...What altitude do I make the base to final turn? Answer: Around 500 feet. This is not conducive to a happy ending. Second, I try to demonstrate the longer the spin entry is allowed to go on, the longer it takes to stop it. Seconds count here. Having to look at the ball to realize that things are amiss eats into your safety margin. Knowing by the seat of your pants that something's wrong is a really nice skill to have. Having

the courage to go around at that point is another handy attribute, but that's for another day.

The next time you're out with an instructor, have them cover the slip/skid ball, do some maneuvering, tell them when you're convinced the ball is centered, and take a peek. Concentration on what you can feel through the seat is key here. With a little practice, you will develop a better sense of what's right. It's still a work in progress for me. How about you?

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

Vice-President

Curtis Jacobson Cell: 360-201-1360
M/C 94-35
cjacobson@outlook.com

Treasurer

Carol Bonham Cell: 206-303-7073
M/C 94-35
cbonham@wolfenet.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

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