



www.befa.org

840 West Perimeter Road, Renton WA 98057

April 2018

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Joel Dhanens	Class I	RNT
T. Gordon Ellyson Court	Class III	RNT
Bryce Macklin	Class III	RNT

New Solos!

Date	Instructor
3/21	Tomlinson

New Ratings!

Date	Instructor
3/12	Dubbury

CALENDAR

Monthly

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

April 2018

BEFA Board of Directors Meeting: Friday 4/20 at 4pm at the Renton Office.

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



From Your President

By Bob Ingersoll

My report this month is pretty short. We have a lot of things in work but not much to report on at the time this newsletter goes to press.

The good news is that our Redbird simulator has been updated to include a Cirrus SR-20 configuration thanks to the hard work of Harium Martin Morris, our BEFA Secretary. Please see Troy Larson's article for more information.

I'm looking forward to seeing you all at the Crab Feed in a few weeks on April 21.

Aircraft Rates

April-2018	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 100.81
C172	\$ 121.19
C172SP	\$ 137.99
Citabria	\$ 139.32
R172K XP Float	\$ 164.06
C182Q	\$ 169.59
SR20 (HOBBS)	\$ 176.09
C182RG (68T)	\$ 181.06
BE C24R (566)	\$ 192.90
C182RG (65C)	\$ 197.54
CT210	\$ 234.57

("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).

Potluck items: For members who would prefer menu 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. *Important: If you bring a potluck item, please make sure to label it so that it's clear who can eat it — i.e. gluten-free, diabetic-friendly, vegan, vegetarian, etc.*

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.

Please contact Curtis Jacobson at 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 Officer

By Troy Larson

Electronic versions of the aircraft checklist are available on the BEFA website. The link is on the home page in the section titled 'Checklists and Aircraft Info Posted'. Additionally, you will find the POH and other handy materials for the aircraft that you are interested in. Unfortunately, the Boeing fire wall will prevent access to the link.

The RedBird has a new addition! We have obtained a Cirrus panel, side stick, and throttle. The RedBird Cirrus panel is a great and economical way to learn the PFD/MFD Avidyne system required to fly the Cirrus.

Be safe out there, and enjoy the experience of flight!"

From Your Operations Manager

By Wes McKechnie

GARMIN G5 INSTALLATION IN BEFA FLEET

As pneumatic gyros fail in our aircraft, we will slowly be upgrading them to "glass" digital Garmin G5 type replacements. These should be intuitive for you to use as the A/I's and DG's will have the same representations, except for addition of speed & altitude "tapes" on either side of the A/I representation, and the slip/skid indication below it. The regular analog airspeed and altimeters will still be in their normal locations if you wish to reference them instead. The menu to operate these is very simple. 97PD will be getting a new G5 A/I first. See this video for more information: <https://www.youtube.com/watch?v=pywscB0Le7Q>

FLEET

735LH has had the fuel bladder replaced and is back on line. 739BT engine was installed and back at PAE, with 5344K returned to RNT. 7568T is having skins fabricated, and searching for a couple of hard to find parts, RTS in May, 2365C should have the engine here at the time of this writing, and Annual and engine install should be in progress. We estimate mid-April for RTS (return to service). We are actively looking for a replacement for 4801D.

GRIEVANCES

- 3/11/18 735LH Fuel dipstick is missing
- 758NF – someone beached it on unsuitable beach resulting dents and streaks from rocks/barnacles, and did not advise us

**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:

- Gary Pipkin, Harlan Zentner, Tim Anderson (CFI), David Wimmer for repositioning aircraft
- Kathleen Imanishi and Gary Pipkin for helping with the billings.
- Anonymous BEFA donor of \$100 towards the BEFA General membership Meeting and Crab Feed.
- Kevin Chaney for taxiing planes and picking up log books and fixing navigation lights.
- Hunter Block for repositioning airplane
- Kevin Chaney for doing a super scrub job of the interior of 5344K

**From Your Safety Officer
By Matt Smith**

In a separate article in this month's newsletter, Jack Fuller writes about his accident in 4801D at the Paine Field. Be sure to read it. I'm going to cover a couple of topics that were discussed during that Safety Board.

Jack described the incident and we had two videos, one from the tower, and one from the right seat passenger. Despite this, the Board was unable to pinpoint a cause. We had no input from the NTSB as they are still investigating the accident. We spent a substantial amount of time delving into possible causes. It is clear Jack handled a bad situation well. Both he and his passenger walked away with only minor cuts. The safety of BEFA members and their passengers is paramount. The Safety Board recognized Jack's steady hand as PIC during the accident.

During the course of the discussions, some items came up that I need to point out. One of the possible causes was water in the fuel tanks. The way the airplane performed is consistent with that scenario. How water could have gotten into the tanks is irrelevant for this discussion. What is relevant is the procedures for sumping the fuel tanks. It was clear from the

descriptions the pilot was not as familiar as he should have been. That will be part of his remedial training. If he's in that boat, I suspect there are others. That's where I want to go here. Because we rarely see water issues, pilots tend to get cavalier about the process. First, it's a good idea to shake the wings a little in case some water settles next to a wing rib or in a low point of a fuel bladder if the airplane is so equipped. This will give it an opportunity to work its way to a sump. Second, for the C-172S pilots, there are fifteen drain points. Apparently, some people have been taught to sample all six points under each wing in one pass with the catch tube. Sorry folks, that's not going to cut it. You should take a full sample from each sump location, climb up the ladder, and drain the fuel through the strainer. Look at it as your aerobic exercise session. In addition, you should put the fuel cap back on securely between each one. I guarantee someone, in the interest of time, will leave the cap off between samples, get distracted (covered in an earlier article), not put it back on, and go flying with the cap off. Since it's attached to a chain, it will bang away on the top of the wing.....Don't do it. We are looking into getting larger sample devices. If we go down that road, I'll entertain the idea of sampling multiple ports with a single container. In the interim, take full samples at each sump.

This incident is a reminder to never take your hand off the throttle during takeoff and landing. First, a hand on the throttle will keep it from creeping out if the friction ring were to be loose. Second, time is critical in a low altitude incident. Fumbling around to find the throttle eats into already small margins of error.

Lastly, while we have no evidence the pilot didn't use carb heat for the approach or forget to push the handle in before he took off, that won't stop me from reminding pilots to use their checklist and make sure safety items such as the carb heat are used correctly.

It's clear from the accident the four-point harnesses did their jobs. We will continue to get them installed in all the Cessna aircraft.

Incidents like this are reminders to keep alert around the pattern. Bad things happen fast. This is where your training and currency come to the forefront. Stay frosty.

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

Matt

The Loss of 4801D

By Jack Fuller

I was inbound to Paine Field from the north direct to runway 16L. I had already completed my landing checklist, and I was prepared to do a touch and go on 16L. When I was on a 2 mile final, I called in my position as directed by ATC and received word of a quick departure on the runway with a clearance for the option to do a go-around (as I requested) or full stop from the tower. The landing process was smooth. I had 35 degrees flaps down, carb heat on (knob pulled out), going about 70 knots idle power at touch down.

Upon touch down, I retracted flaps to 0 degrees, moved the pitch to takeoff, and simultaneously turned carb heat off (knob pushed in fully) and pushed the throttle to full power. As I watched the instrument gauges, I saw that I hit 60 knots and I applied back pressure on the yoke to takeoff. There was roughly 50% of runway 16L left. Once the airplane became airborne, I noticed that the aircraft was not climbing out of my perceived ground effect and was also no longer accelerating. I pushed the nose down to try and build speed in ground effect as you would on a short field take off but saw no increase in airspeed indicated. I then repeated this exercise to try and climb out of ground effect with negative results. Realizing that I was roughly 20 ft. off the ground and that the end of the runway was fast approaching, I made the decision to abort take off.

I pulled out the throttle and tried to bleed some airspeed out of the aircraft. Next, I tried to force the airplane to the ground. The aircraft then ballooned, hit the runway near the intersection of Golf 6 and runway 16L and went into the grass beyond the pavement. I was fully on the brakes. I could not bring the aircraft to a stop before hitting the fence where the aircraft spun out into the street.

Once fully stopped, I asked my passenger if he was okay, he said yes. I noticed my head was bleeding. I then told my passenger that we needed to get out right away as I was afraid of a potential fuel leak starting a fire. We ran about 30 ft. away from the wreck where we were met by a Boeing fire department officer who called 911.

I had a moment of indecision when I initially pulled the power. The indecision resulted in me momentarily applying power back into the engine after my decision to abort takeoff. I think this is because I was nervous that

I was making the wrong decision by aborting the takeoff. I was aware that I was very far down the runway and that I would not make it over the trees across the street from 16L on my current trajectory, yet I still had a slight moment of doubt. The moment lasted less than half a second, and I landed the aircraft down on the runway again.

If I had to "do it over" (I hope that I never have to!) I would pull the power much earlier when I first realized that the airplane had insufficient power to climb or increase airspeed. There were no abnormal "cues" for me to go by (rattling engine, shaking, etc.) but the airplane not climbing above the hangar rooftops should have been enough. Had I aborted earlier, perhaps the airplane would not have overrun the runway.

Dealing with the FAA and the NTSB ended up being a fairly reasonable process. I never at any moment felt like they were there to "prosecute" me or blame me for anything. They were just doing their job trying to understand what happened.

Everyone trains for moments like these, and most, thankfully, never have to live these experiences. For those that do though, my advice is that your instincts should be trusted. If the flight is not perfect, do not fly. If the airplane is not climbing, abort takeoff at first indication. Any sign of abnormality should be treated seriously and as pilots we should all err on the side of caution. However, if you do find yourself in a similar situation, know that everyone is there to support you and the flying community in general.

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>

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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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