



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

840 West Perimeter Road, Renton WA 98057

**May 2018**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>Brian Conken</b>	Class III	Both
<b>Nathan Curtis</b>	Class I	RNT
<b>Matthew Drooyan</b>	Class III	Both
<b>James Krecek</b>	Class II	Both
<b>John Price</b>	Class III	RNT
<b>Mohammed Syed</b>	Class II	Both
<b>Louis Washington</b>	Class I	Both

**New Ratings!**

<b>Date</b>	<b>Instructor</b>
<b>Yuki Utsumi, CFI</b> 4/25	Larson
<b>Russ Mackey, Instrument</b> 4/26	Heinle

**CALENDAR**

**Monthly**

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

**May 2018**

**BEFA Board of Directors Meeting:** Thursday 5/17 at 4pm at the Renton Office.

**July 2018**

**Future Aviators' Day at BEFA! Save the Date!** July 28 from 9am-2:30pm at BEFA Renton Office.

**From Your President**

By Bob Ingersoll

The BEFA Annual meeting/Crab Feed was an opportunity for BEFA members to eat some great food, talk about airplanes and aviation, and hear from the Board about the health and status of BEFA. There were approximately 100 people in attendance and I want to

first thank all the volunteers who contributed to making the day a big success. And I'd also like to thank our BEFA VP Curtis Jacobson for all his effort in pulling it all together.

For those that weren't there I'm going to summarize the various topics reviewed during the meeting:

- **MEMBERSHIP:** Harium showed that we have a steady state for numbers of members year over year. The membership roster is very fluid with pilots coming and going for various reasons and it takes a lot of time and effort to stay on top of it all- especially as we try to introduce new Guest members.
- **TREASURY:** Carol shared our current financial data which showed that we are keeping a positive cash flow month to month and are working to maintain reserves for future expenses. Major issues facing us is what will be needed to obtain a new long term lease at RNT and how do we provide a better opportunity for members at PAE. Another financial challenge that has developed is our aircraft insurance renewal, which includes the impact of two major claims in 2017. We will be developing a plan for how to address this at the next Board meeting.
- **SAFETY/CFI'S:** Matt shared his concerns regarding the 01D/68T incidents and supplemental training that is being worked with the CFI's to help mitigate these type of occurrences in the future. Our CFI cadre seems to be working well, although we always have the challenge of scheduling with new members and sunshine.
- **OPERATIONS:** Troy shared our fleet status and condition and we are overall in very good shape. Thanks to our Crew, Ace Aviation, and Wes and Troy working to keep squawks to a minimum and planned maintenance scheduling during winter months.

- **VICE PRESIDENT:** Curtis showed all the upcoming aviation events that we support and solicited members continuing support to make these events successful.
- **BUILDING COMMITTEE:** Steve Beardslee shared an overview of the current status of our RNT/PAE actions. We continue to make progress seeking an agreement with RNT for a long term lease and building solution that is workable to RNT and affordable to BEFA. The BEFA team supporting Steve and the Board have provided excellent expertise working through this subject.
- **PRESIDENT:** This was our 64th year of operation which I think is outstanding. Our mission continues to be to provide best value aviation opportunities to members. The Board we have for 2018 is doing an outstanding job of working together to maximize that mission.
- **AWARDS:** We recognized many members for their support of BEFA needs. The culture of volunteerism is alive and well at BEFA. This year's Member of the Year is Joe Miner and the Derdick Award goes to Bob Guthrie and Norm Craven. It is truly gratifying to hear about all the people at BEFA who work tirelessly to make BEFA a success. THANK YOU!

Finally, I want to share a new initiative that we presented at the Crab Feed. Starting this fall, BEFA will be offering to Renton School District high schoolers the opportunity to take the FAA Written Ground School Course. This would be for up to 12 students on a scholarship basis to complete this course and receive full credit at their school. The agreement with the school district is being finalized and would include a Fall/Spring cycle. For those who complete the course, pass the FAA exam, we would also offer the inducement of some Red Bird time. Our focal point is Harium Martin-Morris. As a BEFA member you can support this initiative by contributing to BEFACT (Boeing Employees Flying Association Charitable Trust), our 501.c.3, which allows for a tax deductible donation.

**Aircraft Rates**

May-2018	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 100.86
C172	\$ 121.27
C172SP	\$ 138.08
Citabria	\$ 139.40
R172K XP Float	\$ 164.15
C182Q	\$ 169.72
SR20 (HOBBS)	\$ 176.21
C182RG (68T)	\$ 181.19
BE C24R (566)	\$ 193.00
C182RG (65C)	\$ 197.68
CT210	\$ 234.76

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

**BEFA Annual Meeting and Crab Feed, Debriefing**  
By Curtis Jacobson, BEFA Vice President

We had over 100 people show up at the BEFA Annual Membership Meeting and Crab Feed, which was great! A big thank you to Etienne De Villiers and Hunter Bloch during setup and running for last minute items, and all those that brought food, helped, and those that did the clean up! Also, it goes without saying, that Diana and Wes are critical to the success of the crab feed!

At the meeting, members took a survey to provide their thoughts on some possible changes to fee structures. If you were not able to attend the membership meeting, you can access the survey and provide your inputs at:

<https://www.surveymonkey.com/results/SM-7BTDYQ6LL>

If desired, we can provide the inputs in a future newsletter. Please let me know your thoughts at my email address: [cjacobson@outlook.com](mailto:cjacobson@outlook.com)

With the sunny weather coming up, I also wanted to let you know that BEFA now has a sunscreen dispenser in dispatch, on the wall above the scale. If you forget to bring your own sunscreen, please feel free to use this

sunscreen dispenser as sun starts coming out more often! We really should wear sunscreen all year round.

## From Your Operations Manager

By Wes McKechnie

### MISSING PAPER CUTTER

A few months ago a BEFA member took our office paper cutter and has not returned it. Please do so immediately.

### FLEET UPDATE

As most of you know, we have a new C-172S to replace 4801D which was "totaled." This airplane has a Garmin 750, new upholstery and a very low time engine. We are going to need to fix the prop bulkhead, a rudder bushing replacement and some more paperwork checks, and an Annual the second week of May. So, there will be a bit of a delay before it's on line. It will be on new engine restrictions until the rings seat in the engine. 2365C should be up and on line after a lengthy refit including OH engine and extensive Annual. Again, the airplane may be possibly off or nearing coming off engine restrictions by the time you are reading this. As mentioned earlier, 9537Q has the new CIAS fuel unit installed for more accurate fuel quantity indications and reliability.

### INSURANCE RATES GOING UP

I'm sorry to report that BEFA's "gold standard" reputation with the insurance underwriters is not so shiny after this last year of operation. We've had several "movement" and some weird "non-movement" claims the last few years, with 2017 having two major claims, one a "total", and 3 minor claims, two of which were "non-movement" type. (Engine not operating). This has got to improve, we are not instilling confidence in the underwriters with such an abrupt "about face". Carelessness is something we all fight in aviation, myself included, but even looking at the "Grievances" this last month, and mistakes in recording tach/hobbs times, while minor, are an underlying indicator of not having our head in the game lately. SLOW DOWN, take your time, and stick to procedures, be professional! Both battery incidents were directly related to good pilots getting distracted by minor procedural interrupts, be on guard when that happens. Remember, you are flying these planes from the time you arrive in the parking lot 'til you leave to go home. This all drifts back on us, the owners of these planes, in an increased premium. Not only do we no longer qualify for the "profit sharing" for year 2017, but the premium is going up by nearly \$10,000. This is not good. Money aside, you can surmise

that our thoughts are focused primarily on the safety concerns... We hope to have an emphasis program implemented to address the landing and takeoff accidents, and general tightening up of operations.

### NOISE ABATEMENT AT RENTON AIRPORT

As the flying season is ramping up, we need to be aware of the impact that our planes make on our neighbors. Please review and comply with the enclosed Renton (and any Paine Field) noise abatement procedures. **Please read the following letter from the Renton Airport Manager:**

*Dear Aviators-*

*As the summer approaches us, I would like to take the opportunity to gently remind everyone to use (to the best of your ability) approach/departure procedures and recommended noise abatement procedures while operating in the proximity of the airport. Lately, the airport has received a number of complaints concerning low flying aircraft over homes and aircraft noise. Usually, this is a seasonal phenomenon; the airport expects those types of calls in the spring and summer. However, we've received a number of these types of communication throughout the fall and winter as well – most likely due to the increase in operations here at Renton.*

*I'm sure most everyone is doing what they can to be good neighbors to our Renton community. That said, when addressing the concerns of our community, I would like to be able to say with certainty that our pilots are flying in accordance with all available rules, recommendations and within the confines of the airspace they have to work with.*

*Whether new to the airport/flying or you've been around a while and seen it all – I kindly ask that you please take a moment to refresh your memory on the arrival/departure procedures and the noise abatement procedures. Feel free to reach out to the Airport Administration office or your friendly Air Traffic Control folks with questions.*

*Thank you,*



HARRY BARRETT JR.

Airport Manager

HBarrett@Rentonwa.gov | (425) 430-7477

**GRIEVANCES**

- 4/25/18 735LH Master switch left on, dead battery
- 4/26/18 9537Q Cover left off plane
- 4/27/18 735LH Master switch left on (again), dead battery
- 4/27 18 5344K Gust lock left off of plane

### 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:

- Belated thanks to Ken Heinle and Karl Halloway for putting the PAE BEFA sign up
- Chad Adamson and Kevin Chaney for repositioning planes
- Etienne De Villiers and his son for moving maintenance aircraft.
- Huge thanks for the members who helped with the move of 4801D to KRNT from Paine Field. It was a cold and windy day. Took two trips and a full day to accomplish. Donnie Gilbertson and friend Alex, Chad Adamson, Kevin Chaney, Dan Williams, Ken Heinle, and Casey Johnson. Special "shout out" to Donnie Gilbertson for use of his truck and professional trailer rig. We could not have done this without all your help, thanks guys!
- Kevin Chaney for coming in and removing/tagging 4801D parts after hours.
- Paul Ust, Howard Wolvington and Steve Beardslee for keeping all of our databases updated in the planes

### From Your Safety Officer By Matt Smith

Flight Review.....Two words that bring terror to the minds of most pilots. The immediate question is what kind of torture will my flight instructor impose on me in order to get their jollies and sign me off for another two years of relative quiet? It used to be known as the Biannual Flight Review (BFR) because a review is required at least every 24 months, unless you get a new rating, which starts the clock ticking again. The FAA prefers "Flight Review" in order to encourage the idea of recurring training instead of merely thinking about it every two years. By working through the WINGS program, you can even totally avoid the exercise.

My time came up just last month. I had done the past several Flight Reviews with the same instructor, and there was a rhythm to them. I flew with the instructor on a regular basis anyway, so they were familiar with my skill level and didn't give me a hard time, so the process was relatively painless. It was also staid, and I probably didn't get a whole lot out of it.

Not so this time. That instructor has moved on, and I was going to have to pick a new one and break them in. Or was it going to be the other way around? I looked at my log book and realized I hadn't flown a tricycle gear airplane since 2011. I decided maybe it was time to reacquaint myself with that technology. What could it hurt?

I called James Walker, an instructor we use on a regular basis when we run into pilots with issues. I was guaranteed to "have issues", so he seemed like a good choice. Besides, he's a nice guy and a really good instructor.

As a current instructor myself, I get to bypass the one hour of ground. That seemed like a reasonable reward for the sixteen hours I put in doing my instructor re-currency training. That said, I had a lot to cover before climbing back into one of BEFA's 172S models. The planes I fly are dirt simple. Give me airspeed, altitude, and enough gauges to know whether there is gas in the tanks and that the engine functioning as it should, and I'll figure out the rest by looking outside. Flaps? We don't need no stinkin' flaps. Humphrey Bogart is rolling over in his grave about now, but you get the point. Not so with the 172's. There's the attitude indicator, the directional gyro, and those new-fangled GPS units. How does anybody ever get around to flying the plane? The POH goes on forever. It's worse than a Dostoevsky novel. Crime and punishment is right. I'm being facetious, but it was a lot of work.

The day of the flight review came, and it was a beautiful spring day. James and I discussed a few chosen topics and headed out. He put me under the hood just as soon as we got out of the pattern and made me track a GPS course and then a VOR. After I managed to survive that, we went into the southeast practice area and did some air work. He wanted to see some go arounds which I happily obliged by mangling a couple of approaches to Crest...oops...Norman Grier airport. I finally got it right, and after a couple of reasonable landings, we headed back to Renton where I actually did a nice short field landing, and we were done.

At the end of the day, it was a very useful exercise. I might have even groomed a couple of new brain cells along the way. I would highly encourage you to make the best of your flight review. Pick a new instructor. Everybody has something different to teach. Fly a plane you haven't flown before. Go somewhere you haven't gone. This is your opportunity to expand your horizons. Take advantage of it. Who knows where it will lead.

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  
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### Staff

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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:**

**Oliver Meier** (510) 541-2142

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