



www.befa.org

840 West Perimeter Road, Renton WA 98057

June 2018

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Douglas Gardner	Class I	RNT
Brad Grandquist	Class III	Both
David Hahs	Class II	RNT
Kenneth Jay	Class I	RNT
Jarlath Lyons	Class II	RNT
Lucas Marshall	Class III	RNT
James Williams	Class I	PAE
Paul Zahner	Class III	Both

New Solos!

Name	Date	Instructor
Nathan Curtis	5/1	Davis/ Tomlinson
John Lesh	5/3	Walker
Yian Ann Guan	5/6	Paulay
Andrew Young	5/28	Keymer

New Ratings!

Name	Date	Instructor
Miguel Palmero, Private	5/4	Tomlinson
Devon Fitzpatrick, Private	5/4	Dubburly

CALENDAR

Monthly

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

June 2018

BEFA Board of Directors Meeting: Thursday 6/21 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

It's been about one year since the introduction of Basic Med and Third Class Medical Reform. I was reading my AOPA magazine and it noted that 30,000 pilots have qualified to fly as of March 2018. I wonder how many BEFA members are using this medical certification?

I'm using it and found the process to be user friendly. It saved me thousands of \$ of medical testing that I would have only needed to fulfill FAA documentation and shortened the approval cycle significantly. If you're only thinking about this I would encourage you to talk to your doctor about your specific qualifications and see if Basic Med might work for you?

As the days get longer and the skies bluer the flight activity at BEFA gets busier. Make sure your currency, medical, flight reviews are all current. Scheduling aircraft can be a challenge; plan as far in advance as possible, and if your plans change, cancel your plane as soon as you know so another member can schedule that aircraft.

This time of year also creates lots of opportunities for members to volunteer their time to help out at BEFA. If you have some time to spare, please contact Wes McKechnie or look at the "help wanted" section of the newsletter. Our culture of volunteering is tremendous and to me is the backbone of what makes BEFA a special place to fly.

Finally, our lease and building committee is making steady progress to define and seek airport and city agreement on developing a mutual plan for the future. We're grateful for their persistence in keeping this important work moving forward!

Aircraft Rates

June-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.)

From Your Operations Manager
By Wes McKechnie

RESPONSIBILITY

"You get what you give". "Karma". "What goes around comes around". *"Fata viam invenient"*, ("The fates will find a way..." Lat.). Call it by whatever platitude you want, aviation and particularly this organization is subject to the above concepts in more ways than one. The discipline of flying requires a measure of integrity perhaps above the norm from other endeavors. It's as imperative as any of the technical disciplines mentioned in previous articles. As I once stated before, a pilot is really only as good as his/her next flight, not necessarily their last flight. That's not always true for the planes we fly, though. The condition of the plane from the last flight, or perhaps several flights previous can have dangerous repercussions for the pilots downstream, and maybe even to the pilot that caused the issue, (back to that "Karma" thing). The bottom line short and sweet; pilots need to know the condition of their craft – and you need to assess that hard landing, mishandled crosswind, porpoise, wingtip clips, mixture mismanagement, etc... and pass that info on for the wellbeing of the next pilot, or even your future flight. Yes, I fully agree this can at times be pretty hard to measure, and we're not promoting writing up every "penny" squawk there is. But, occasionally over the

years we've uncovered damage during Annuals, Routines and engine changes that the pilot causing it HAD to have known something significant happened or they are in a very serious state of denial. This is deplorable. 97PD was in for its 50 hour inspection/oil change when damage to the nose gear was discovered, with no history of it. It had to have happened over the last 50 -60 flight hours though. It is now down over the peak flying season. Either way, please move on to another operation if you can't come and tell us about it. This behavior will also eventually carry over to your in-flight decision with obvious results. If someone has done something that they think compromised the plane, then you probably have - even though there may not be exterior visible damage. For safety sake it needs to be investigated. When firewalls are wrinkled, engine mounts broken or a few nose gear assembly bolts are sheared ones got to conclude you're going to know something bad happened. Integrity comes with the territory of being a pilot and is rarely contemplated or discussed since it's a discipline that is outside of the comfort zone of the technical aspects we're more apt to enjoy talking about. If you damage, or think you damaged a plane there is no alternative but to step up to the fact. If you can't think of the consequences to your fellow pilot, then think of yourself and your family. If you've knowingly done damage to our planes, think of how you would feel if a pilot downstream was killed or injured from sandbagging a bad, damaging landing or event. If you've done this, then please, simply leave this organization, now. This group of pilots, and this Association does not deserve to associate with this, and you do not deserve to be here with this fine group. To those of you who step up, are professional, BEFA thanks you for your integrity. For pilots who don't, - *"Fata viam invenient"*, and quit pretending to be a pilot.

GRIEVANCES

- 5/24/18 97PD Pitot cover off, and didn't put the cover back on the 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:

- Harlan Zentner for fixing the porch mats in front of the office
- Howard Wolvington (CFI) and Paul Ust for picking up 735LH

- Morton Haastrup for doing a fire safety check
- Tom Anderson, Joe Miner and Paul Ust for moving planes
- Paul Ust for delivering ELT to TIW Avionics Shop.
- Chad Adamson and Kevin Chaney for acquiring and installing the burnt out office lights.
- Gary Pipkin for taxing planes and general office tasks.

From Your Safety Officer

By Matt Smith

I had my weekend all lined up with five flights in the Citabria. Friday afternoon, I was scheduled to do a Flight Review. There were three flights on Saturday. One was a six-month review, one was an aerobatic flight with a student nearing completion of the aerobatic syllabus, and one was a pilot working on their tailwheel endorsement. Sunday, I was hoping to finish off the aerobatic student. It was all planned.

Thursday evening, I got a phone call from one of the other Citabria instructors. "Matt, I've flown the plane twice in the past week, and the oil door on the cowl has popped open on both flights, has this ever happened to you?" I couldn't help but laugh. I have been flying the Citabria for nearly eighteen years, and in that time, I have never had the oil door come open. Also, I had never heard of anybody else having this happen to them. I couldn't figure out how he'd managed to accomplish the feat. In some regards, that was irrelevant. On the Citabria, the oil door is big. If it were to come open, and catch the onset wind correctly, it could get really interesting. Since it was Thursday night, I requested the instructor fill out a squawk, and call the Thursday crew to have them take a look to see if there was something obviously wrong.

The crew said they couldn't see anything wrong, and there was a discussion of a test flight. Since I had the student Friday evening, I volunteered to do it. Friday, when I got there, Ray Pedrizetti (BEFA maintenance crew leader) was in the hangar. He and I looked at the door and discussed the issue. He was able to demonstrate how it might come open, but the scenario seemed highly unlikely. About that time, Wes wandered in and said "I'd like Ace to look at the door before you go fly, but it's your call." I could see what was about to happen....plane grounded, five flights down the drain, and frustrated clients. To make matters worse, I was leaving on three weeks of vacation the next weekend, so I was going to have to turn every one of the students

over to other instructors. It sure was tempting to say "everything's fine", and go fly. At the same time, I could see the door popping open, catching air, and ripping the cowl up as it got torn off. It took a minute, but my "real pilot" side realized the implications. I grimaced and said, "Sure, no problem."

When we got the airplane to Ace, the mechanic and I walked through the current operation of the door and the scenarios that might allow it to open in flight. After that, I walked away and allowed him to go over it without me looking over his shoulder so he didn't feel any pressure to turn the plane loose. He found that the release springs on the latches were broken. They don't appear to make the door hold stronger, but they did make it much easier to close the latches incorrectly which was one of the scenarios we had covered. After discussion with Wes, we grounded the airplane until Ace could fix the latches and do a really good review of the hinge, and I was off explaining to my students what had happened and what they needed to do next.

These types of decisions are some of the hardest to make. While I believe the airplane would have been safe, the consequences of my being wrong ran the gamut from an expensive cowl repair to the door flying off, hitting and cutting fabric.....not a good thing. I realize these are unlikely, but I don't want to be the one trying to explain to the Safety Board that I thought the risks were reasonable.

This decision scenario is akin to the one that cross-country pilots have to make when dealing with marginal weather and get-there-itis. It is crucial, as the pilot in command, you think through the consequences and make the best decision for the safety of yourself and your passengers.

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

Matt

CLASSIFIED ADS

BEFA's own Chris Clearfield has written ***Meltdown: Why Our Systems Fail and What We Can Do About It***, a book about how complexity causes failure in all kinds of modern systems—from a crash on the Washington, D.C. metro system to an accidental overdose in a state-of-the-art hospital or an overcooked holiday meal. At first glance these disasters seem to

have little in common. But Chris and his coauthor argue that all these events—and the myriad failures that dominate headlines every day—share similar causes. By understanding what lies behind these failures, we can design better systems, make our teams more productive, and transform how we make decisions at work and at home. Link: <https://amzn.to/2J8sXFi>

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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