

Airport to develop an agreement for a new long term lease and building needs.

Aircraft Rates

July-2018	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 101.26
C172	\$ 121.61
C172SP	\$ 138.49
Citabria	\$ 139.93
R172K XP Float	\$ 164.79
C182Q	\$ 169.99
SR20 (HOBBS)	\$ 176.65
C182RG (68T)	\$ 181.55
BE C24R (566)	\$ 192.40
C182RG (65C)	\$ 196.83
CT210	\$ 233.64

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

New BEFA Renton Mail Code

BEFA's Renton Office has a new inter-plant Boeing mail code: 39-130. Please make this change to your address books. This information is only needed if you use the Boeing Company inter-plant mailing system. If you are mailing items to BEFA, continue to use our street mailing address.

Volunteers Needed For Boeing Expo on July 16th

By Curtis Jacobson, BEFA Vice President

We need some volunteers with Boeing badges to staff our BEFA table at the 2018 Boeing Expo Event, sponsored by REACH. This event is meant to advertise the different affiliations and opportunities within Boeing that are available to (ONLY) current employees, new hires, and interns.

Volunteers need to be Boeing-badged employees.

The event will run in the afternoon, from 2pm – 5pm PST, on Monday, July 16th in Renton, WA in the Renton City Hall special events room, Bldg. 4-21. – The "Renton

City Hall" is a Boeing Facility, and a Boeing Badge is required for entry.

Please contact me at email (cjacobson@outlook.com) or phone (360-201-1360) if you can help. Thanks!

From Your Operations Manager By Wes McKechnie

BEFA HAS NEW BOEING MAIL CODE

After decades of having Boeing Inter-plant mail code 94-35 we have been re-assigned to mail code **39-130**. Please make note of that for any usage of the Company inter-plant mailing/package system. Again, use **Mail Code 39-130**.

FSP COMMENTS BOX WHEN SCHEDULING

Please remember to work in a routine of taking an extra second to put at least a destination, or any other comment so desired in the appropriate FSP box on the scheduling page, for each flight you take, regardless of whether the flight is local or cross-country. NOTE, this does not mean that if you change your mind in route due to whim or weather etc., you can't alter your destination, that's OK, (for instance, change your flight to NEPA instead of SEPA, or Thun Field instead of Bremerton). Thanks!

CIRRUS PILOT PROFICIENCY SEMINAR AUGUST 25th, 2018

There is an opportunity for BEFA Cirrus pilots, or those interested in becoming one, to attend a COPA (Cirrus Owners and Pilots Association) sponsored mini-Cirrus Private Pilot Proficiency seminar on August 25 being hosted at Rainier Flight Service, (next door to BEFA). The seminar is not necessarily Cirrus specific, and would be relevant to all pilots. There will **not** be flight training involved in this, this is a ground seminar only, and will run from 0830 to 1630 and cost \$299 for the day. An Early Bird Discount of \$50 is available if you sign up by July 25, 2018. For more information, please see: https://www.cirruspilots.org/copa/safety_programs/c/e/698.aspx#details (log into the Cirrus website), or contact shyamjha@gmail.com.

BEFA C-150 NEEDS TO BE FLOWN – USE IT OR LOSE IT

3 touch and goes you say, for \$38! The BEFA C-150, can do that. Beware, if this plane does not start getting flown more often, then BEFA will consider having to sell it. SO USE IT OR LOSE IT! Presently, this plane costs

about \$85 AN HOUR TO FLY, factoring in tach time savings.

MONTHLY MAINTENANCE TIP

We've been finding that the aftermarket gasper-type air vents that we've installed in the older planes, and that are factory standard in the "S" model C-172's occasionally break and get stuck in the full on or off position, and have to be repaired frequently. This occurs most often during summer, with them getting stuck in the open position. Please watch your passengers when they are adjusting them. Items like this on planes are not as robust as on cars, as weight savings are obviously critical on planes, yet the expectations of passengers, (and some pilots!) lead them to be "heavy-handed" when adjusting them. We all need to inform our passengers and student pilots (through the CFI's), to be delicate when adjusting the airflow. On phase checks, for instance, I've seen students on a hot day, and conversely on a cool day, keep twisting the vent open or closed past the point of it being fully closed or fully opened, thinking that it somehow is going to get even more cooler or warmer/respectively. Use a light touch on everything in a plane, including these gasper vents. Please watch that they don't force the vent past where it is snug, either direction, as it will probably break the adjustment ring that moves the butterfly vent, leaving it permanently in the on or the off position until fixed. 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:

- Sonny Halbawy for rewiring/installing electrical outlets in the BEFA main office
- Dan Anderson for washing 3 planes!
- Gary Pipkin for office help and moving planes
- Bob Hardin for fixing the air bottle gauge
- Tim Andersen (CFI) for picking up hose clamps
- Kevin Yarnell for moving planes
- Bob Ingersoll, Mike Borkan, Kevin Chaney Julia Bitzes, Kevin Yarnell and Steve Kamnetz for help with the invoices
- Kevin Chaney for working on the planes
- Kevin Chaney for picking up pilots
- A kind unknown soul for donating new briefing room computer monitor (sorry we forgot your name, please remind Wes who you are!)

- Josh Swanson for repositioning plane
- Hunter Block for filling oil bottles
- Fred Quarnstrom (CFI) for modifying the maintenance creeper for PAE BEFA.
- Ray Pedrizetti and Dan Williams for an oil change on 5344K and further work on the forklift repairs.

Volunteer Help is STILL Needed

BEFA has a regular need for volunteer help. Unfortunately, Boeing work demands are making it increasingly difficult to provide community service. BEFA has many needs and cannot satisfy them without member help. If you can contribute, please call the office to volunteer. Below is the BEFA updated volunteer project list for your generous consideration:

- Help is needed on our Hyster 70 forklift, repairing the engine & compartment from a fire. We had a lot of interest from several people when we were approached by Boing to see if we wanted it, and are down to just a few people actually putting time in on it. Please contact Wes if you can help out on getting this project completed.
- Volunteers to organize an outdoor "movie night" on the hangar door this August for BEFA members.
- Volunteers to organize a BEFA Bath & Bar-B-Q to clean the fleet up. Note, if it may work better for your schedule, it is feasible for a crew of volunteer washers to wash planes on Thursday nights after the BEFA Crew finishes oil changes.
- Members with accounting software background to vet proposals for advancing/updating our accounting software.

From Your Safety Officer By Matt Smith

Normally, when I sit down to write an article for the BEFA newsletter, my goal is to write about something that's happened to me and to focus the incident towards some tidbit of flying insight. This month, I've struggled with how to approach what I need to cover. Over the past half-year or so, we've seen a rise in incidents. 7568T has been off-line for over six months after a hard landing, 4801D was totaled, 97PD had a hard landing, and 78440 was recently run off the end of the runway at Monroe. This trend is quite disturbing. Fortunately, no one has been hurt.

When writing articles, it can be useful to use some well-known quote to try to get a point across. The quote I

wanted to use is "The definition of insanity is doing the same thing over and over again and expecting a different result." The quote is often attributed to Albert Einstein, but it turns out that's not true. The chain of attribution is not at all clear. That said, it doesn't invalidate the truth of the statement. If we keep doing what we've been doing, the spate of incidents is likely to keep happening. Things rarely get better on their own.

Therefore, we've decided to try to get ahead of this and do things differently for a while. There will be a separate mailing with a letter covering the topic and the actions we're taking. We did the separate mailing because people tend to get a little cavalier about reading the newsletter, whereas members have a greater tendency to read a separate mailing (at least in theory). It should arrive in your mailbox either before you get this newsletter, or slightly after. Please read it and give it some thought.

We will be instituting six-month checkrides with BEFA Checkpilots, and a checklist of items that appear to be some of the underlying causes of the recent incidents.

I would like to steal Boeing's current safety policy of "Go for Zero". It entails a change in mindset about what you're doing. Instead of thinking that because we're doing something inherently difficult, accidents will happen, why not take the attitude that accidents aren't inevitable if we look at the flying process as a series of steps, all to be concentrated on, and each one done correctly.

The BEFA flight instructors will be working to help all of us get away from the mentality of simply hopping in the airplane and going flying. Planning the flight, concentrating on the details, and then executing is the key to changing our culture. Your family and passengers will thank you.

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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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.

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Facilities & Support: Oliver Meier

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