



www.befa.org

840 West Perimeter Road, Renton WA 98057

August 2018

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Pavel Gordeyev	Class II	PAE
Cooper Holy	Class I	RNT
Tim Ip	Class I	PAE
Sharyar Khalid	Class I	Both
Eric Muir	Class II	PAE
Elijah Przychodzon	Class I	RNT
Steven Rusch	Class I	RNT
Teron Santeford	Class I	RNT
Stephen Saslow	Class I	RNT
Jerry Verghese	Class I	RNT
Raymond Wang	Class I	Both
Max Welliver	Class I	RNT
Nicholas White	Class III	RNT

New Solos!

Date	Instructor
7/26	Kamnetz

New Ratings!

Date	Instructor
7/3	Saladino
7/10	Saladino
7/14	Jacobson
7/18	Weller
7/23	Jacobson

CALENDAR

Monthly

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

August 2018

BEFA Movie Night! Saturday August 18 at 7pm. Aviation Themed Movie and Hot Dogs on the BBQ! Open to all! If you'd like to have hot dogs, call the office or sign up in person so we have enough food!

Boeing Everett Family Day (Boeing badged personnel and family members only): Sunday August 19 from 9am-3pm. Come visit the BEFA booth!

Cirrus Owners and Pilots Association Ground Seminar: Saturday August 25 from 8:30am-4:30pm. Please see Wes McKechnie's article for more details!

From Your President

By Bob Ingersoll

Summer flying is finally here: long daylight hours, beautiful blue skies, wonderful scenery, and DENSITY ALTITUDE. Something we hardly think about most of the year, particularly at sea level. However, density altitude can ruin your whole flying experience if you don't take it seriously on these hot summer days. Short runways can be too short and climb performance can be seriously compromised. Think about the temperature, time of day, wind, and runway length, weight and balance, and type of aircraft, before you're cleared for takeoff.

August is your Board's month to go flying. Enjoy and safe flying.

Upcoming BEFA Events

By Curtis Jacobson, BEFA Vice President

We've got some great events coming up soon!

BEFA Movie Night! Saturday August 18 at 7pm. Aviation Themed Movie and Hot Dogs on the BBQ! The movie will be projected on the hangar door outside!

Bring friends or family- open to all, not just BEFA members. If you'd like to have hot dogs, call the office or come in and sign up so we can order enough food!

Boeing Everett Family Day (Boeing badged personnel and family members only): Sunday August 19 from 9am-3pm. Come visit the BEFA booth!

Hope to see you there!

BEFA Volunteers At Work

Here's a great photo of BEFA members Gary Pipkin and Chad Adamson hard at work at the Boeing REACH EXPO event on July 16th. Thank you Gary and Chad for volunteering at this great event!



From Your Operations Manager

By Wes McKechnie

REMINDER: 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. 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.

GRIEVANCES:

- 7/8/18 5344K Master Switch left "on"
- 7/31/18 704RY Master switch left on

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:

- Bob Hardin for fixing the pressure gauge on the airtank.
- Gary Pipkin for office help
- Mike Borkan for repositioning planes
- Fred Quarnstrom Warren Morrison, and Jon Klinger for helping with the billing.
- James Goodnow for fixing, cleaning and improving BEFA's base radio for air to ground communications with the office.
- Chad Adamson for repositioning aircraft from maintenance.
- Oscar Naimi for donating really cool old airport facilities directory from 1959, and instrument approach plates into BFI from 1961. Great historical artifacts
- Mark Gaponoff for donating view-limiting device for IFR training
- Kevin Chaney for cleaning the hangar and the floor up for the Boeing Company AOG Group event held in BEFA's hangar.

Aircraft Rates

August-2018	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 101.59
C172	\$ 122.08
C172SP	\$ 139.02
Citabria	\$ 140.40
R172K XP Float	\$ 165.33
C182Q	\$ 170.77
SR20 (HOBBS)	\$ 177.37
C182RG (68T)	\$ 182.34
BE C24R (566)	\$ 193.00
C182RG (65C)	\$ 197.68
CT210	\$ 234.76

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

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 Boeing 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

In last month's newsletter I mentioned a mailing, separate from the newsletter, discussing safety issue concerns. I know they went out because I've already started getting feedback. In my opinion, open discussion will be one of the best outcomes from this exercise. At this time, there are three areas that seem to be drawing the most attention.

Almost immediately, the CFIs set out on an animated discussion of how to teach the aborted take-off portion of the new six-month checklist, ultimately drawing in the Renton tower controllers as they had noticed some differences in what pilots/CFIs were asking for. This will end up being a topic of discussion at one of the quarterly CFI meetings.

Items two and three are related but slightly different. Several pilots expressed some concern over the punitive feeling of the letter, asking how to encourage pilots to report possible issues that might have caused damage to a plane, without fear of grounding or other measure.

This was not my intent. It's imperative we encourage members to report issues as they arise. I can see how different readings of the letter might draw different reactions. Given that, Wes, Troy Larson, Curtis Jacobson, and I will sit down and review how Boeing Flight Test works with its test pilots to encourage reporting of issues. I'll report on that in a later article.

Lastly, came the question of "How do I know if I've a hard landing?" Obviously, we don't want you wandering into Wes' office if you touch down harder than you expected. At the same time, we do want you to report something that might have damaged a plane.

The answer seemed obvious to me when I was first asked the question, but when I gave it some thought, I had to admit I didn't have a good answer. I sat down and did some head scratching. I don't have much hair to begin with, and I now have even less. For my sacrifice, I did come up with some quantitative measures you can use for future reference (forgive me Jeff Foxworthy).

You might have had a hard landing if.....

- as you taxi back to BEFA, your instructor has pulled out their iPhone and is making an appointment with their chiropractor.
- after touchdown, your headset is now around your neck instead of on the top of your head.
- your shiny new iPad-mini, which was securely attached to the yoke, is now on the floor.
- after the initial bounce, you haven't added any power and yet you're at eye level with the controller.
- the Cessna logo on the yoke is now tattooed on your forehead
- when you look out the window, the wings are doing bird flapping imitations.
- immediately after you touch down, the Pacific Northwest Seismic Network calls BEFA and asks whether anybody felt a temblor.

See, it wasn't that hard to come up with good quantitative measures of a hard landing.

Okay, I'm making fun of a serious subject. That said, let's put our heads together and see what we can come up with. Here's the challenge....Over the next several weeks, I want you to come up with more measures of a hard landing, both serious and funny. Please don't go out and give them a try. I'll trust you. Send them to me, and I'll publish the best ones in next month's newsletter. I'll need them by the August 27th as Marissa has her

deadlines for the newsletter, and she doesn't put up with slackers (*editor's note: after many left seat hours with terrific BEFA flight instructors, I believe this attitude is called the "professional pilot mindset" ☺.*) The most original one (of my choosing) will get one free hour of C-172S time (my treat).

Let the games begin.

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

Matt

Another World Adventure for BEFA Snoopy

Our mascot, Snoopy, has been on yet another world adventure, this time visiting the DMZ on the Korean peninsula.



When he's not travelling around the world, he resides in the BEFA Renton office. If you happen to be in Renton, take Snoopy flying on one of your adventures and log some time in his logbook! And check out his logbook – he's been to some amazing places and logged time in all kinds of airplanes!

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/75LBU4d2bp>

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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