



www.befa.org

840 West Perimeter Road, Renton WA 98057

September 2018

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Kellan Daley	Class I	RNT
Jake Dobyns	Class I	Both
Michaela Fennell	Class I	RNT
Kapil Tushar Gadre	Class I	PAE
Michael Heeman	Class I	RNT
Casey Hubbard	Class I	RNT
Tanner Linton	Class I	RNT
Greg Ryan	Class II	PAE

CALENDAR

Monthly

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

September 2018

Private Pilot Ground School – Everett Information Session: September 11 at 4pm at Everett Community College Corporate and Continuing Education Center, 2333 Seaway Boulevard, Everett. Come learn about BEFA's Everett Private Pilot Ground School. Enroll through Everett Community College. See the article in this newsletter and BEFA's Facebook page for more information about the information session and class.

Private Pilot Ground School – Renton: Morning and evening classes begin 9/18. Enroll through Renton Technical College. See article in this newsletter and BEFA's Facebook page for further information.

BEFA Board of Directors Meeting: Thursday 9/20 at 4pm at the Renton Office.

October 2018

Private Pilot Ground School – Everett: Morning and evening classes begin 10/2. Enroll through Everett Community College. Please see the article in this newsletter.

BEFA Board of Directors Meeting: Thursday 10/18 at 4pm at the Renton Office.

From Your President

By Bob Ingersoll

The BEFA Board did not meet in August but we have been approached by Boeing to consider using BEFA ramp space for parking 737s. As you may have read in the paper, Boeing has serious supply chain issues with their engine manufacturers and possibly other suppliers. As a result there are more and more 737s being parked with yellow cement blocks for engines. We have been working with Boeing and RNT to determine whether or not there are possible ramp configurations that could accommodate them and keep our operations ongoing.

We have agreed to a ramp layout with Boeing for one 737, which will arrive August 31. Under this agreement BEFA will be compensated for use of our ramp space. To accomplish this we will be relocating aircraft within the BEFA ramp and ACE ramp. Our goal is to minimize any disruption to our BEFA ramp operations. At the same time we will need to comply with Boeing ramp rules around their 737.

We will be publishing updated BEFA ramp procedures which will provide for complying with this co-occupancy of the ramp. There will be further discussions with Boeing to evaluate future ramp solutions.

Your patience is appreciated as we continue to work with Boeing and RNT to help deal with this 737 issue.

Now that the smoke has cleared a bit, I hope you can get back to summer flying.

Thanks,
Bob

Aircraft Rates

September-2018	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 100.93
C172	\$ 121.13
C172SP	\$ 137.95
Citabria	\$ 139.45
R172K XP Float	\$ 164.25
C182Q	\$ 169.21
SR20 (HOBBS)	\$ 175.93
C182RG (68T)	\$ 180.76
BE C24R (566)	\$ 191.80
C182RG (65C)	\$ 195.99
CT210	\$ 232.52

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

Summer BEFA Events Debriefing

By Curtis Jacobson, BEFA Vice President

We've had a couple of great events this summer! Our **BEFA Summer Movie Night** featured the movie "Amelia." About 30 people attended and enjoyed the movie and aviation ambiance!



BEFA Summer Movie Night!



A great evening on the ramp for a movie!

At **Boeing Everett Family Day**, BEFA brought N662AJ to the Everett site. Kids and adults were able to sit inside (supervised)!!! Our BEFA plane and information desk was very popular - we had a line for about 5 hours...with 30,000+ people attending the event!



N662AJ on the ramp next to the EA-18 Growler!



Lots of folks visited N662AJ at Family Day!

BUT, please note that unfortunately, we literally had NO volunteers. Without volunteer support, we will not be able to do events like this in the future. Members, please consider volunteering!

A special thanks to Rohan Sharma and Amy Dilling for supporting the event, as I could not have done it by myself!

From Your Operations Manager

By Wes McKechnie

BOEING COMMERCIAL PARKING 737 AIRPLANE ON BEFA RAMP

This change has developed rather rapidly, so please bear with us as we navigate this challenge. Boeing Commercial has asked us to help in their storage of a new 737 airplane, relatively short term. The BEFA Board has agreed to this. Some answers follow, in Q/A format. Please note, this is moving rather quickly, and some of these answers may change, but this is the best we can determine at this time.

- How will this impact member flight ops? Ops will still be open, with some logistics for some of the planes. At this time, the area in front of the hangar is planned to have a 737 parked there. No BEFA aircraft will be parked in front of the hangar area.
- Where will the displaced planes be parked? They will be dispersed through the existing ramp area, thanks to some tenants who are not using them, in the BEFA hangar, and also down at Ace Aviation. Those planes in the dispersed areas, be it on the BEFA ramp or at Ace will need to be returned to those exact spot when done flying. The plan presently is to have 3 to 4 planes at Ace Aviation (southeast corner of Renton Airport). The relocated airplanes are as follows: 704RY, 78440, 38566 and when ready, 7568T. The airplanes will be parked at Ace, at the SW corner of their building. Access will be through a man gate there near the planes, with the same code as we have here. There will be maps and descriptors to assist you accessing these planes, and a location for parking your car. The tach books etc..., will be in the usual locations here at BEFA's office. 662AJ and 9843Y will be parked in the hangar.

- Won't the hangar door be blocked by the plane, preventing access? According to the Boeing site plan, no. We will have an open area to the north to bring those planes out to the middle isle for taxiway access.
- What about Boeing Security around the plane? You will not be permitted to approach the plane beyond the temporary barrier to be erected. Please advise your guests as well.
- How long will this impact us? Shortest time period, and that which is noted on the agreement, is the end of December, 2018. Company expectations are the fixes in place will loosen up the need for parking here at Renton Airport by then.

Thank you for your cooperation with this evolving situation.

ENGINE STARTERS

This month, I'd also like to share some thoughts of BEFA member Josh Swanson on the subject of airplane starters. It's a great summary! Please read!

A GOOD START by Josh Swanson

With the lamination barely cooled on my newly minted temporary private pilot certificate, I've taken every chance since to continue to build time and experience, flying as much as my schedule and budget allow. The morning after one of my recent flights, I received a text message from my flight instructor saying "Did you break 97Q? Starter inop?" My mind started racing, thinking of everything that I could have possibly done or not done to cause the starter to break. I did all my checks on runup, I never observed anything indicating electrical issues throughout the flight, and nothing happened out of the ordinary when starting the engine. My instructor calmed my worry, telling me that starters wear out and that I didn't do anything wrong. Even still, I became interested to learn more on the subject, so I turned to the internet – reading forums and digging through manuals. I came across the Lycoming recommend starting procedure in the IO-360 manual, and in italic bold it begins, **"Limit cranking periods to ten (10) to twelve (12) seconds with 5 minutes rest between cranking periods."** If you are a mechanical person, you know not to over-crank a car starter, but airplane starters are that much more sensitive because they are so lightweight relative to engine size (not to mention having to turn the engine as well as the propeller). The starter can fry quickly. I do not recall

ever being trained on this procedure during my training, so I wanted to share in case others are unaware. It will certainly help me avoid preventable damage in the event of a cold or otherwise hard to start engine. I hope you find it informative.

Note: Wes will be covering this topic in more detail as he usually does during the cold weather ops discussion that is held yearly.

GRIEVANCES:

- 8/7/18 9537Q cover left off.
- Several non-cancelled flights this month, please cancel out your flights if you are not going to fly!! We could have got some much needed maintenance done if we knew these FLIGHTS were going to be cancelled!
- 8/18/18 2711R Batt Master switch was 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:

- Kevin Chaney & Curtis Jacobson (CFI) for painting lines
- Clarke Manning (CFI) & Gary Pipkin for supporting BEFA at the Boeing Test & Evaluation "Hot Wings & Wheels" event.
- Etienne De Villiers and Ken Henie and Gary Pipkin for shuttling planes from PAE to RNT
- The Pipkins for stuffing the billing envelopes!
- Adam Tomlinson (CFI) for facilitating the aircraft change logistics from RNT to PAE
- Joe Minor for taxiing planes

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 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.

Private Pilot Ground School Classes Starting Soon (Everett and Renton Locations)!

If you know of any folks who are interested in learning to fly, let them know that BEFA's Private Pilot Ground School classes will be starting soon, in both Everett and Renton locations!

EVERETT CLASSES

The Everett classes will be held on Tuesdays and Thursdays beginning 10/2 and running through 12/13. The morning class runs from 10am to 1pm, the evening class runs from 5pm-8pm. The cost of the course is \$465 and includes all supplies. If you are interested in learning more about the Everett classes, a FREE information session will be held on 9/11 at 4pm at the Everett Community College Corporate and Continuing Education Center (EVCCEC) at 2333 Seaway Boulevard. To enroll in either of the Everett ground school classes, contact EVCCEC at 425-277-0150 and provide the morning class number (#9392) or evening class number (#9390).

RENTON CLASSES

The Renton classes will be held on Tuesdays and Thursdays beginning 9/18 and running through 12/7. The cost of the course is \$435 and includes ½ hour of free motion simulator time in BEFA's Redbird Simulator. The class is held at BEFA's Renton Office, but enrollments are processed through Renton Technical College (425-235-2352, ext 5528). You can enroll online for course number AVIA 101 through <http://rtc.edu> or in person.

From Your Safety Officer

By Matt Smith

Drum roll please!

And the winner is...you didn't actually think I'd tell you in the first sentence did you? The response to last month's "contest" was a little disappointing. I received only two official entries, and one informal one. We could debate why the low response, but that's beside the point. The article did spawn several conversations about how to encourage the discussion, including a lively quarterly CFI meeting where we discussed a kinder, gentler BEFA response to incidents.

Without further ado, third place goes to Marcus Ward. He says "A hard landing isn't easy." He's alluding to a stabilized approach. When you don't establish a stable approach, you tend to get distracted and that's when things tend to go wrong. That's a wonderful time to execute a go around. The airlines do it, you should also. Marcus adds, "I've bottomed out shocks in cars before and when you feel the asphalt come up through the chassis, you know you have gone beyond the limits of your suspension and/or tires. It's the difference between landing on your feet and landing on your butt."

Second place goes to Bob Guthrie. He wrote "You know you have had a hard landing when your head hits the ceiling." I had to laugh at this one, and responded that would be really bad since you're supposedly held down by the seat belt. That led to a series of e-mails I'll use for a future article.

The winner goes to....drum roll....Ray Pedrizetti, the BEFA crew chief. He didn't even officially enter. I ran into him at BEFA one Thursday afternoon. The crew was about to do an oil change on the Citabria and he asked me to warm it up. I couldn't pass up an opportunity to run it around the pattern a couple of times and hang out to help. Just as I was headed out, he said "Matt, you're making this "hard landing thing" too difficult. It isn't so much about how hard, but how you land. There's one situation we want to know about every time. That is if you hit the nose wheel first. We also want to know if you hit on the mains hard enough to leverage the airplane hard onto the nose wheel. If all you do is bounce on the mains, you're probably okay, but the nose wheel is really not designed for abuse."

There you have it. That's your criteria for wandering into Wes' office and having a conversation.

This advice makes all sorts of sense. Cessna has been in business for a long time. They know what kind of abuse students give airplanes, and they design their airplanes accordingly. The main gear can take a lot, but the nose gear tends to be cantilevered from the front of the airframe, and it's effectively impossible to make it as strong as the mains without making the plane impractically heavy, or have the CG in the wrong place. The gas strut can cover some ills, but its ability is quite limited. If we look back through past problems, short of a crash, the front gear has been the most costly to fix. 7568T is a case in point. In that situation, they hit on the mains, but the front gear was leveraged down onto the runway hard enough to bend the firewall area. The repair has entailed opening up the whole front end of the airplane.

Speaking of 7568T, a retractable gear airplane's main gear is typically not as strong as a fixed gear airplane, but they are pretty sturdy. The big issue is a side load. If you're flying a retractable gear plane, and you come down hard with a side load, stop by and visit Wes.

That leads to the consequences of said visit. The answer is that nothing will happen. Obviously, if the airplane turns out to be broken, or there are other factors, we will have to hold a Safety Board to review what happened, but the thing to remember is a Safety Review is about learning and figuring out how not to do it again. It's not about punishment. After much discussion amongst the CFIs, we've come to the conclusion that grounding someone at the time of the incident is counterproductive. That's a major change for us.

The argument goes that we need to talk about incidents, not hide them. Fred Quarnstrom made a presentation at the CFI meeting about what's called the "Morbidity and Mortality Conference" doctors hold for open discussions about case incidents. The mantra is "I will not live long enough to make all the possible errors. My goal is to share my errors and learn from others." Whenever you do something incorrectly and learn from it, please go out of your way to tell others so they can benefit from your learning. It helps us all be better. Hard landings fall into this category.

As for Ray, he'll get a free spin lesson in the Citabria. He was asking about stalls the other day, and it seems like a reasonable reward for useful information.

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/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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Facilities & Support: Oliver Meier

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