



www.befa.org

840 West Perimeter Road, Renton WA 98057

October 2018

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

David Banks	Class III	Both
Erik Danielsen	Class II	PAE
Jessica Elliott	Class III	RNT
James Marcella	Class III	RNT
Robert Meunier	Class II	RNT
Soren Stoverud-Myers	Class I	RNT
Kameron Trout	Class I	RNT

New Solos! **Date** **Instructor**

Raymond Wang	8/5	Paulay
Matthew Filak	9/8	Kamnetz

New Ratings! **Date** **Instructor**

Martin Makela, Comm	9/3	Saladino
Julia Bitzes, Comm	9/7	Clearfield

CALENDAR

Monthly

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

October 2018

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

From Your President
By Bob Ingersoll

Your BEFA Board met on Sept 20 and I'm pleased to announce that we are finalizing our implementation plans for the BEFA Aviation Scholars Program at Renton High School. We will be interviewing high school

students for a 60 hour ground school that will, upon completion, prepare the student to take the FAA written exam for Private Pilot. The first class will start in January 2019 for 10-12 students per class and we're planning two classes per school year. These students will also receive college level credit for the course. In addition to the classroom the students will receive some Redbird time and the opportunity to work with the BEFA crew.

This is a perfect opportunity for BEFA members to participate by making tax deductible donations to BEFACT to support their scholarships. If you have any questions please talk to Wes, Harium or myself.

You PAE pilots will be pleased to know that we have offered a Letter of Intent to Regal Air to enter into a long term lease for office space, aircraft tie downs and auto parking. We are looking forward to continuing our relationship with Regal Air and being a part of their new facility.

Our building committee continues to work through a myriad of issues related to a new long term lease and building at RNT. We have an excellent team of BEFA members who are participating in trying to make this a reality.

Finally, I'm hearing good reports that our 737 ramp space agreement with Boeing is proceeding with little impact to our day to day operations.

Thanks,
Bob

Aircraft Rates

October-2018	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 103.53
C172	\$ 124.40
C172SP	\$ 141.65
Citabria	\$ 143.07
R172K XP Float	\$ 168.50
C182Q	\$ 173.98
SR20 (HOBBS)	\$ 180.73
C182RG (68T)	\$ 185.78
BE C24R (566)	\$ 193.80
C182RG (65C)	\$ 198.81
CT210	\$ 236.26

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

Your Pictures Wanted!

By Curtis Jacobson, BEFA Vice President

Members, if you get any great pictures while you're out and about, and you don't mind them being posted on BEFA's Facebook page, please send your photos and a brief description to the BEFA Office (befa_office@mindspring.com) or to Marissa Singleton (newsletter editor) at mksingleton@hotmail.com. Thank you for sharing your adventures with us all!

From Your Operations Manager

By Wes McKechnie

GRIEVANCES:

- 9/28/18 97PD unlocked and pitot cover left off
- 9/27/18 2365C Pitot cover left off

**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:

- Mike Borkan for extensive work installing the new water heater

- Joe Miner for helping with the repositioning of the planes for 737 arrival
- Mike Borkan for moving trailer for making room for the 737 arrival
- Mike Borkan for sewing one of the damaged sunscreens
- Bob Guthrie (CFI) for moving Citabria
- Kevin Chaney and Hunter Block for labeling the new chairs.
- Joe Miner and Casey Johnson for repositioning aircraft PAE/RNT

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.
- Someone to paint lines and "reserved" on the BEFA ramp
- Work party with carpentry experience to do some exterior building repairs and painting of the RNT office.

From Your Safety Officer

By Matt Smith

Last month, I alluded to an e-mail conversation between Bob Guthrie and me about hard landings. Bob started the chain by suggesting a way to know you had a hard landing was if you hit your head on the ceiling. I replied that would have to be a really hard landing because you're supposed to be held in your seat by the seat belt.

To which he replied..."Hard to believe you might forget seat belts occasionally."

In a moment of self-righteousness, I started to type "Maybe there's an advantage to flying upside down occasionally as that tends to move the "fasten seat belt" item up in priority when doing the pre-flight checklist. About then, I remembered I knew a couple of acro pilots who got in a hurry, and forgot to fasten their seatbelts. When they did their safety roll, a maneuver designed to make sure there aren't any loose objects in the cockpit, they found there was indeed a loose object. It just happened to be them instead of a pen or loose change....oops. Fortunately for both, they were in closed cockpit airplanes, and they were able to right the plane and get back in the seat.

While chuckling at the picture of a pilot floating around the cabin, I added this little tidbit to my reply. Bob's response is what really got me laughing. His story, with minor editing: 'Happened to me once, got a ride in a Ryan 22, late in the afternoon, almost dark. (My note...The Ryan 22 was an open-cockpit trainer from just before WWII) The pilot asked me, "Do you want to go for a flight?" I replied "Sure.", and jumped in. The engine was hot, the hour was late, so no cockpit check-out. It was an unfamiliar seat belt, but no problem, I think I got it right. The pilot was an Air Force captain who normally flew C141's. He let me do a turn, and said "Pretty good, now watch this." Oh oh, I think we are going upside down, so I got a two-handed grip on the seat frame and enjoyed the ride.'

I could hardly stop laughing at the picture of Bob holding on for all he was worth during the maneuver.

From a Safety Officer perspective, there are at least four lessons that come from this conversation. First, always do the checklist. It's a mantra your flight instructor has pounded into you from day one, and we continue to preach at the six-month checkrides. Second, if you're in an unfamiliar plane, and aren't sure about something (e.g., how to fasten the seat belts), do not be afraid to stop the process and make sure you get it right. Third, don't skip any steps. Every item on the checklist has a story behind it, some funny, but most are tragic. Lastly, if by perchance, you do forget to do the checklist, or an item, and bad things ensue, don't panic. By all means, fly the plane. A little ingenuity like Bob's never hurts, but your focus at that point is to get yourself and your passengers home safely.

As I mentioned in last month's article, not all lessons come from inside the plane. There are things to learn from simple stories. Laugh and learn.

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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