



www.befa.org

840 West Perimeter Road, Renton WA 98057

January 2019

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Aleksandr Kravchenko Class I PAE

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

James Williams 9/26 Dubbury
Tom Stewart 12/4 Dubbury

CALENDAR

Monthly

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

January 2019

BEFA Board of Directors Meeting: Thursday 1/24/19 at 4pm at the Renton Office.

From Your President
By Bob Ingersoll

Overall, 2018 was a good year for BEFA. We have been able to continue to upgrade our fleet to meet the FAA ADS-B compliance mandate by 2020. We have a few remaining aircraft that will be converted in 2019. Our membership has been steady and very supportive of our volunteerism philosophy, which continues to help us provide the best value to our membership. Our staff has been outstanding again and our BEFA Crew, working with Ace Aviation, have all contributed to a successful year for BEFA. We have an outstanding CFI team which contributes to our Safety First philosophy. We continue to work with RNT Airport and the City of Renton to renew our lease. This involves a major change in the RNT FAA Airport Master Plan which has caused us to hurry up and wait to see the results of the new Master Plan. I believe 2019 will see this resolved. We have also engaged a long-term facility lease at PAE that I'm

excited about, which will enhance our presence there. The BEFA Board is working very well together to promote the best value for your BEFA flying experience. We met on December 20 and agreed to extend the ramp agreement with Boeing for the next few months. We also agreed to convert this monthly newsletter to an electronic format. Please see Harium's article in this month's newsletter.

I want to wish you all a Happy New Year and soft landings.

Aircraft Rates

January-2019	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 102.05
C172	\$ 122.27
C172SP	\$ 139.25
Citabria	\$ 140.94
R172K XP Float	\$ 166.07
C182Q	\$ 170.47
SR20 (HOBBS)	\$ 177.49
C182RG (68T)	\$ 182.21
BE C24R (566)	\$ 191.10
C182RG (65C)	\$ 195.00
CT210	\$ 231.21

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

BEFA Monthly Newsletter Is Going Digital

By Harium Martin-Morris, BEFA Secretary

A few weeks ago, a survey was sent to our membership about the newsletter and obtain members' preferences

on how they would like it delivered. Over 80% of the respondents said they would prefer getting the newsletter electronically. And so effective in February 2019, the newsletter will be delivered via email to the membership. We will also post the newsletter each month on the BEFA website. In addition, a few paper copies will be available at the Renton BEFA office.

The rationale for transitioning to this delivery method is two-fold. The first reason is cost. It costs your Association \$4,725 per year for the printing and putting the newsletters in the envelopes. These are dollars that can be better spent on our aircraft. The second reason is an environmental one. This will save on the use of paper. Over the next several weeks, the staff will ensure that we have emails in our database for each member. If you know that we do not have an email for you, please contact Diana in the office at office@befa.org with the email address you prefer.

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:

- All of the members who have helped with volunteer tasks throughout 2018. Thank you! You rock!

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 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

Why make (and watch) BEFA "Hangar Talk" videos By Steve Isaacson

We have started to work again on producing BEFA videos. The last attempt was five years ago and we only completed two. So basically, the project failed at that time, although the Wes McKechnie "Welcome to BEFA" video did get 2,000+ views.

Why do we want to create BEFA videos?

First, you already know that instructional videos are tremendously helpful. Some of our ideas for instructional videos are things like "How to pre-flight a Plane" video, or an "Overview of BEFA ops video." Once captured on video, the knowledge can be consumed anywhere, at any time, as often as needed. The benefits are obvious.

The second reason to create BEFA videos is to capture the stories and lessons learned from pilots and CFIs. For example, when Wes talks about the importance of safety, it's easy to nod our heads and agree, like agreeing that we should all eat better and exercise more. But when he tells the story of his friend who was a corporate pilot in an environment with questionable safety standards and his friend says, "Wes, if I don't get out of here this place is going to kill me," then a few days later his friend dies in a safety-related accident...well, that's something you don't forget.

How can you help? There's an easy part that's hard, and a hard part that's easy.

The easy part is sitting down in front of a camera and telling a story, or recounting a lesson learned. The hard part is that it takes time.

The hard part that's easy is the video production. The technology is here. You can record video on your smart phone. The software to edit the video is readily available, some of it free. And video editing is now-a-days as simple as cut-and-paste. But it takes time. It takes an hour to review an hour of recorded video. And it takes more time to edit it. Then you preview it. Then if

it looks good, you upload it to YouTube. It's a series of easy steps that just takes time.

Another five years? Let's hope not.

The existing BEFA videos are on YouTube. Search for 'befavideos' to find them.

Let us know if you're interested in helping, and what you'd like to see. Contact me at steve.isaacson@gmail.com.

From Your Safety Officer

By Matt Smith

I was recently giving a Flight Review to "Doug" in the Citabria. As part of the review, I asked him to take me into the Auburn airport, as I like to see how pilots handle non-towered airports. As soon as he made his initial call to Auburn announcing our arrival and intentions, we began to listen to the CTAF to get a picture of what was going on. This is a really good practice, as entering a busy pattern can be an adventure. Knowing where to look for planes even before you get to the airport is a good habit to develop.

From the radio calls, we were able to determine there was a Cessna and a helicopter in right pattern for runway 16. Before we overflew the field from east to west, we were able to pick up the Cessna on the downwind leg. Doug did a nice job overflying the field, and circling to the 45-entry for runway 16. We finally located the helicopter, a little lower than we expected, and planned to swing in behind them for our approach. At that time, we heard a second Cessna announce they were roughly two miles to the south, and started looking for them.

I asked Doug to do a full-stop and taxi back so I could see how he set up to watch the traffic pattern before takeoff. Doug made his calls for the downwind entry, base, and short final. By that time, the first Cessna had done a touch and go, and had set up behind us on the downwind leg. Shortly, I heard them call base for 16. Within ten seconds, there was a second call from a Cessna claiming to be turning base for 16. I commented to Doug that seemed odd, but since both planes were behind us, it was for them to sort out. I wanted him to concentrate on his own landing.

Doug did a really nice three-point landing, and we turned off the runway. As soon as Doug announced he

was clear, I heard the two airplanes declare they were on short final for 16. Knowing that couldn't be, I asked Doug to not begin his taxi until I could look at both ends of the airport.

Sure enough, there was one Cessna on very short final for 16, and another on very short final for 34, despite declaring to be on final for 16. I got on the radio and said "Auburn traffic, there are two airplanes on short final, one for 16, and one for 34. 16 is the active runway, will the airplane on final for 34 please abort their approach and go around."

No good deed goes unpunished....both airplanes decided to abort their approach, and both announced that since the west side of the airport was where the traffic pattern was, they would move to the east side....effectively turning head on. Fortunately, they finally saw each other, and used the right of way rules to sort things out (you do know them...right?).

If I had asked Doug to do a touch and go, it would have been us who would have been nose to nose with the airplane coming in from the south. It hadn't even dawned on me to be looking for the second Cessna on the approach for 34. My comment to Doug about "both of them being behind us" had been seriously flawed.

This could have been a tragedy, leading me to think of a couple of sanity checks for going into a non-towered airport. First, as you go through the downwind and turn to final, look at either your compass or the DG to make sure the headings make sense with respect to the runway you're planning to land on. Second, as you make your final approach, look out along upwind leg at the other end of the airport to make sure there isn't an airplane there.

If the airplane who lined up on 34 had done item one, they would have realized they were approaching the wrong runway. If we, or the airplane behind us, had done item two, we would have realized there was a problem. Either way, the awkward situation would have been averted.

At the end of the day, it turned out to be a fruitful Flight Review. Both Doug and I learned a very valuable lesson.

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

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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BEFA Aircraft Maintenance Issues**contact, in order of:**

- 1) Ops Manager, Wes McKechnie: (425) 271-2332
- 2) Emergency / Semi-Emergency text (425) 384-9680
- 3) Ops Officer, Troy Larson (206) 953-9596
- 4) Any Board Member

Renton Maintenance:

In the event no other contact above is available, call Ace Aviation directly: (425) 204-0845

Everett Office

No phones at this time. Please call the Renton office in an emergency, otherwise contact the focal below.

PAE Coordinator:

Oliver Meier (510) 541-2142
Casey Johnson (206) 271-4027

PAE Maintenance:

Casey Johnson (206) 271-4027

PAE Facilities & Support:

Oliver Meier (510) 541-2142
Casey Johnson (206) 271-4027

PAE Safety Focal:

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