



**www.befa.org** **February 2019**  
 840 West Perimeter Road, Renton WA 98057 Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

|                          |           |      |
|--------------------------|-----------|------|
| <b>Clive Berryere</b>    | Class II  | PAE  |
| <b>Andrew Chang</b>      | Class I   | Both |
| <b>Joseph Chang</b>      | Class I   | Both |
| <b>Paul Kearney</b>      | Class III | Both |
| <b>Soichi Nakamura</b>   | Affiliate | PAE  |
| <b>Carmen Prieto</b>     | Affiliate | RNT  |
| <b>Darius Zakrzewski</b> | Class I   | RNT  |

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

|                               |      |                        |
|-------------------------------|------|------------------------|
| <b>Skip Sethmann, Private</b> | 1/5  | Jacobson/<br>McKechnie |
| <b>Steven Jiang, Private</b>  | 1/25 | Guthrie                |

**CALENDAR**

**Monthly**

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

**February 2019**

**BEFA Board of Directors Meeting:** Thursday 2/21/19 at 4pm at the Renton Office.

**BEFA Booth at the Northwest Aviation Conference**  
 February 23-24 at the Puyallup Fairgrounds.  
**Volunteers needed!** Sign up at the office to help staff the BEFA booth! Thank you!

**From Your President**  
By Bob Ingersoll

Your Board reviewed the results of an outside independent audit of our financial accounting procedures and processes. This is done every other year to verify we are in compliance with accepted accounting practices

and have processes in place to verify compliance with State and Federal laws. The results were very satisfactory and confirm that we are in full compliance. This newsletter will be our first electronic release and we plan to also implement an electronic billing system, which is being tested right now. More to come when we have proofed the process for billing.

A big Thanks to Harium for taking the initiative to acquire for our Redbird a Seminole unit for twin engine flying. You will hear more on this as it's brought on line.

If you haven't noticed, our fuel rates have been going down the past several months. Each month we post the monthly aircraft rates in the newsletter which adjusts for the actual cost of fuel and passes that on to our members.

We continue to upgrade our aircraft for ADS-B. 739BT has been completed and 2711R is next. Also, 5344K will be next for TBO.

Remember that you are only as safe a pilot as you work to be. Planning to get more proficient or intending to access more safety material does nothing to make you a safer pilot. The best thing you can do to improve your skills is go FLY.

**From Your Operations Manager**  
By Wes McKechnie

**ELECTRONIC NEWSLETTER CHANGE**  
 The odd thing about writing this article is that the people who are now reading it are the people we usually do not need to reach necessarily, it's the ones who DON'T read it! How do we get ALL of our pilots to read the monthly newsletter as outlined in our BEFA orientations? These are the people that need to read it to stay abreast of the policy and safety changes, and get clarification of erroneous information in the rumor mill.

I get calls and drop-in visits from BEFA members asking questions that were usually clearly addressed in the paper newsletters, and hopefully they will continue to do so, if need be. Sure, we all forget stuff, or want details, it's understandable, but we also short cut our reading to make more time available in our busy lives and hope that the newsletter is not one of those casualties.

In BEFA orientations, we present that BEFA operates much like a Flight Department, and the professionalism is an intended and expected behavior of our members. In fact, we have a hybridized insurance policy that is more akin to a flight department type structure, and it is the insurer's expectations, as well as Boeing's too.

Those of us who have flown in professional flight departments would get company updates that, like NOTAMS, were MANDATORY to read, it was part of the department ops requirements. We need to do the same here, as BEFA's Newsletter is of the same context, perhaps with a heavier dose of social information which is also important in our culture here too. I know with the piles of emails that one gets now days we all heavily filter our content we intend to read. Either it's:

- (1) read right away;
- (2) saved for future perusing;
- (3) saved for future perusing (but then forgotten about); and
- (4) plain trashed.

This change to an e-newsletter can work either way, increase readership, so to speak, which is what's hoped for, or, feared that even less will read it (#3 and #4 of the above).

*Please*, take the time to read the newsletter, and if you prefer the paper copy, print it, or print it and leave it around where you will remember to pick it up and read it. The newsletter is relevant, and reading it is one of the items that shows your professionalism as a pilot here at BEFA. Thanks!

### **2164Z HAS NEW PARKING SPOT**

The airport has leased out a large area around the old Jet Deck restaurant for upcoming additional airline terminal parking. Unfortunately, N2164Z is one of the aircraft in this area. They have requested that we move 64Z as soon as possible as the Jet Deck demolition will begin shortly. We have designated a new tie down space for 64Z next to N739BT. We will move 64Z to its new location for you.

### **BEFA USE OF REGAL AIR'S FLIGHT PLANNING ROOM, PLEASE RESERVE**

As the FAA (and BEFA 6 mo) checkrides have increased dramatically over the last couple of years, our host, Regal Aviation at Paine Field, has requested that BEFA pilots, when needing the flight planning area for checkrides, need to now reserve the flight planning room for these. (They are doing the same). This is NOT for the normal flights, but for lengthy FAA type checkrides. Please contact 425-353-9123 to reserve this spot. Please remember, Regal Aviation are gracious hosts to us, and we want to show them respect and appreciation for their generosity. Remember, there is also a heated flight planning room at the end of our hangar row, right next to BEFA's hangar to use. Thanks!

### **VOLUNTEERS NEEDED: BEFA BOOTH AT THE NW AVIATION CONFERENCE, FEBRUARY 23 AND 24:**

The annual Northwest Aviation Conference will be held on February 23 and 24 at the Puyallup Fairgrounds, and BEFA will be there again! Please sign up to help staff the BEFA booth, if you can, all help is appreciated! Please sign up at the office! Thank you!

### **Grievances:**

- 11/30/18 97PD Cover not put 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:

- Kelly and Melinda Jackson for software upgrades.
- Kevin Chaney for taxiing planes to maintenance
- Hans Larson, Julia Bitzes and Mike Borkan (CFI) for help with the billings
- Tim Anderson, (CFI), for supplying the truck for delivering chairs to charity, and James Walker (CFI), Julia Bitzes, Adam Tomlinson (CFI) for loading the truck.
- David Holloway for driving from PAE to RNT to pick up supplies for PAE BEFA
- Kathleen Imanishi for helping with the billings.
- Paul Ust and Kevin Chaney for bringing 735LH back from Roche Harbor
- Steve Kirsch for facilitating the pickup of 739BT.
- John Higgins for personal use of his Cardinal to ferry 739BT back to PAE. Thanks John, we appreciate that!

- Chad Adamson for taking time to do a presentation to Renton High School students for Aviation Career options.
- Robert Oxborrow for UPS package drop off.
- Gary Pipkin for donating a shop vac to the BEFA Crew
- Barbara Sherland and Dave Schoeggl for their excellent counsel, reviews and advice.
- Kevin Chaney for reformatting and improving our engine data tracking sheets.
- Kevin Chaney for repairing the BEFA coffee maker, repairing the bathroom lights.
- Hans Larson and Harlan Zentner for helping with the invoicing.
- Clark Manning (CFI) for repositioning planes.
- Joe Miner and Kevin Chaney for running parts to PAE BEFA Maintenance.
- Matt Walsh for repositioning planes
- Jeffery van Gogh and Josh Gilpatrick for setting up the new CPU for the BEFA member scheduling computer
- We missed a few "Atta's" this past month, please contact Wes to include your name in the next newsletter!!

**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

**Aircraft Rates**

| February-2019            |             |
|--------------------------|-------------|
| Aircraft                 | Hourly Rate |
| PCATD-M                  | \$ 15.00    |
| PCATD-NM                 | \$ 20.00    |
| Redbird FMX (member)     | \$ 50.00    |
| Redbird FMX (non-member) | \$ 85.00    |
| C150                     | \$ 100.67   |
| C172                     | \$ 120.29   |
| C172SP                   | \$ 137.02   |
| Citabria                 | \$ 138.96   |
| R172K XP Float           | \$ 163.82   |
| C182Q                    | \$ 167.22   |
| SR20 (HOBBS)             | \$ 174.49   |
| BE C24R (566)            | \$ 188.60   |
| C182RG (65C)             | \$ 191.48   |
| CT210                    | \$ 226.53   |

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

**From Your Safety Officer**

By Matt Smith

I'd like to continue with "Doug's" Flight Review from last month. After the adventure of two airplanes trying to land at opposite ends of the Auburn airport at the same time, we taxied down to the north end of the field for takeoff. Doug set himself up such that he could look at the downwind and final approach legs of the pattern, and we listened for any approaching traffic. When things were clear, Doug taxied onto the runway, and added power. The airplane began to roll, and after a few seconds the tailwheel began to lift. Almost immediately Doug called out over the intercom "Are you pulling on the stick?"

Every now and again, a CFI will "help" a student with the controls. In a tandem airplane, it's easy to do without the student being able to see the assistance. In a side-by-side aircraft, not so much. I've found the assistance to be counterproductive unless, at the same time, I tell the student I'm helping. In this case, my hands were clear of the stick, and I said so.

Doug said he was having a hard time pushing the stick forward, and he was aborting the takeoff. He immediately pulled the power and we rolled to a stop roughly three quarters of the way down the runway. He then pulled onto the next taxiway and stopped.

Doug moved the stick through the range of motion, and said he couldn't feel anything wrong. I scratched my head for a second, and then asked....."Where is the trim set?" Even though I was sitting behind Doug, I could feel him roll his eyes and reply..."All the way aft." He had forgotten to go through his before-takeoff checklist, and left the trim as it had been set on landing. If he had allowed the airplane to take off, it's possible that unless we were both on the ball, the airplane could have pitched up and stalled. Not a good situation.

I could have given Doug a lecture about the use of checklists, but that's not the point of the story. The point is that, as a CFI, I had the responsibility to make sure he went through his checklist, and I had not done so. I fly with Doug on a regular basis, and he's a very conscientious pilot. I allowed that familiarity to get in the way of safety.

Since that flight, I've given this some thought (thus the article). As a CFI, it's my duty to make sure that all safety procedures are followed, even if I'm "just a passenger." I don't get to abdicate that responsibility even if someone else is taking me somewhere. Fred Quarnstrom had said this to me not too long ago, but it took a while to really sink in. Obviously, there needs to be a clear discussion of who's PIC, and what responsibilities each crew member has, but I should still be watching checklists, looking out for traffic, and saying things if I think the pilot has missed a radio call.

Let's take this a step further. Even if you're not a CFI, but have a pilot's license, what are your responsibilities if you hop in a small plane with a friend "as a passenger?" I contend they are effectively the same. Again, a discussion with the PIC as to what they expect is in order, but if a checklist is available, volunteer to check the items off as the pilot performs them. Look for traffic, and listen to radio calls. Be just as engaged as you would be as PIC. I don't care how good the PIC is, a second pair of eyes and a second brain are a good thing. Believe it or not, this is true even from the back seat.

As certificated pilots, we all have an obligation to participate in any appropriate manner to make sure whatever flight we're on is a safe one. It's actually a privilege that you've proven yourself capable of as soon as you picked up your pilot's license. Embrace that responsibility, we'll all be safer for it.

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

## **New Member Delivers a Truckload of Money to BEFA** By Yvonne Pipkin

It was a sunny Saturday afternoon in January when Darius Zakrzewski came in to activate his new membership. He also informed me he brought a truckload of money per Diana's email. Naturally, I was dumbfounded. Darius showed me Diana's email in response to his inquiry about whether he should bring anything with him. I said Diana was joking, knowing that Diana has a good sense of humor. With a serious face, Darius again said he had a truckload of money, and asked if I wanted to go out and see it. At this point, why not? I envisioned a nondescript truck with a few bags of money. As I strolled past Bob Guthrie who was sitting in the front lobby, I gave Bob an astounded look. After I walked past the side deck southward to the parking lot, can you guess why I burst into laughter? It was a toy truck filled with various coins...it was adorable. Thank you, Darius, for a delightful moment to the start of the New Year.



**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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**Operations Manager**

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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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Mike Dubbury (425) 239-3640  
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