



[www.befa.org](http://www.befa.org)

840 West Perimeter Road, Renton WA 98057

**March 2019**

Office Phone: (425) 271-2332

### CONGRATULATIONS!

#### New Members

<b>Jessie Bajwa</b>	Class I	RNT
<b>Chris Igielski</b>	Class I	RNT

#### New Solos!

<b>Date</b>	<b>Instructor</b>	
<b>Michael Surface</b>	2/6	Jacobson/ Court
<b>Kellan Daley</b>	2/18	Court
<b>Jason McCrea</b>	2/21	Borkan
<b>Steve Rusch</b>	2/21	Tomlinson

### CALENDAR

#### Monthly

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

#### March 2019

**BEFA Board of Directors Meeting:** Thursday 3/21/19 at 4pm at the Renton Office.

#### April 2019

**Save the Date! Annual Membership Meeting and Crab Feed:** Saturday April 27 at 5pm at the Renton Office.



### From Your President

By Bob Ingersoll

Your BEFA Board met on Feb. 21 and reviewed and approved a decision to enter into an aircraft lease for a 2019 Super Cub. This aircraft is in final assembly and we plan on having it on display at our Annual Meeting/Crab Feed scheduled for April 27th.

BEFA has been notified by RNT airport that our request to reacquire the ramp space to the North of our building has been approved by Renton City Council. This is an important step in working towards our goal of a new long term lease at RNT. This adds 24000 square feet of ramp space for us to utilize.

I'm pleased to announce that our RNT School District High School Private Pilots Ground School is in full swing and we have a very proactive group of students who are eager to learn about aviation. You can become a part of this by contributing to our BEFACT Charitable Trust. We hope to have two classes per year.

Our Redbird has been expanded to include a twin engine Piper Seminole configuration. So when you're tired of winter weather come and get some multi engine simulator time.

So mark your calendar for the Annual Crab Feed and come and see your fellow pilots and get up to speed on what's going on at BEFA.

### From Your Operations Manager

By Wes McKechnie

#### AN OVERVIEW OF THE GENERAL AVIATION "CLIMATE"

I'd like to write briefly on the General Aviation industry. It has been termed recently as "an industry in stress". What is meant by this is there are pressures on manpower and assets that are filtering down to users and operations such as BEFA. We're aware of the well-publicized and the experienced stress on the need for pilots, and for us specifically, CFI's. We are lucky that we are such a desirable place to work, and have only periodically had prolonged shortfalls in manpower in this area. We've actually for the most part been insulated from this relative to the general aviation industry at our level. The arena that many are not aware of, at least those focused only on flight ops, are the current top

solid, experienced and multi-faceted A&P's and IA's that are retiring, and coupled with the immediate demand for such talent is at an all-time high, the ranks are thinning. Some are being offered jobs in the deep 6 figures now, and, not just by the major manufacturers and major airlines. As we navigate these unparalleled times, BEFA is continuing to work at keeping the cost of flying low, and the value high for your assets. The BEFA Crew, and Ace's cooperation in mitigating these costs are a great help and will continue, if not expand. But, major rebuild type work will be impacted in both cost and time frames. So while the safety and well-being of pilots and passengers is always paramount, please also be aware that pilot events that lead to accidents, as well as major normal wear and tear are also going to take longer to rectify. Routine "line type" maintenance should time wise, hold steady. Your diligence at keeping these costs down, and time frames that air assets are out of commission is paramount. By being gentle with the equipment, and vigilant at keeping your skill sets sharp will directly impact our future costs. Thank You.

### 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 Cook & Kevin Chaney for work on cleaning up the south hangar area mess!
- Kevin Cook for reorganizing and updating all the spare keys for the planes.
- Kevin Chaney and Tim Anderson (CFI) for cleaning the snow off planes.
- Kevin Chaney for near daily, during the snow storm, brushed off the snow on the tails and empennages of the planes, and warmed the engines. "Youmans" service, Kevin!
- Michael Hobson for donation of "Kat Tracks" for gripping on icy ramps!
- Kevin Chaney replacing the thermocouple on the preheat cart.
- Mikel Moore, Jason McCrea and Malcom McNeil for helping with the invoicing

### 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:

- Last fall, a member contacted me with a potential source that could help do repair work on the Float Plane, please contact Wes.
- Also, if there are any BEFA members with rivet bucking experience that may help assist on a few projects during the day, please contact Wes via email. Thanks!

### BEFA Annual Meeting and Crab Feed, Saturday, April 27, 2018 By Curtis Jacobson, BEFA Vice President



The BEFA Annual Meeting and Crab Feed will be held this year on Saturday, April 27, 2019 at 5:00 PM in the Renton hangar. BEFA will again be providing Crab as the principal entree along with BBQ and a variety of salads, rolls, desserts and beverages (water, soft drinks, and coffee). For members who would prefer items other than these, space will be set aside on the serving table to accommodate "pot-luck" offerings. Just let us know ahead of time what you plan to bring, and whether any special provisions are required (i.e. electrical power for warming trays, etc.). Those bringing potluck items of their own should plan to arrive a little early (~4:30pm), so that the serving tables can be ready to go when the dinner service begins at five.

A registration form for the meeting is on the counter of the BEFA Renton office where you may sign up in person. Or if that's inconvenient, you may notify the BEFA office staff by phone, or e-mail them at [office@befa.org](mailto:office@befa.org). Please let them know that you'll be attending and how many guests you expect to bring. The cost this year will be \$20 for adults and children over 12. Children twelve and younger are still free. Payment may be made at the door by cash, check or billing to your BEFA account.

As always, we need some volunteer help with logistics. A separate sheet will be provided identifying the various opportunities available. Help with this will be greatly appreciated. Some of the tasks include:

- Clean up the hangar for the Meeting.
- Pre-Meeting Logistics, get the main course, salads, rolls, desserts, etc.,

- Set-up and take-down of chairs and tables (4:00pm the day of the event).
- Placement of utensils, plates, napkins, and tablecloths.
- Serving during the meal.
- Wipe down, fold and stack tables after the event.

You may also contact Curtis Jacobson, 360-201-1360 or [cjacobson@outlook.com](mailto:cjacobson@outlook.com) if you would be willing to lend a helping hand. Please mark your calendar and we'll see you there

**Aircraft Rates**

March-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 spent a week volunteering at the aerobatic national championships this past September. I had a little free time, and was sitting with one of the national judges trying to pick up some pointers to improve my own judging skills. He was critiquing the Advanced category, which is only one level below the most difficult category, Unlimited. That means the competitors are top notch pilots, many of which appear on the air show circuit.

We were watching the freestyle portion of the competition, where the pilots get to put together a sequence of twelve aerobatic figures of their own choosing. The pilot in question entered the aerobatic box and proceeded to make an error in the first maneuver such that they exited the figure going in the

wrong direction. In judging parlance, that meant they got zero points for the figure. Because the figures have a directionality, and the pilot did not correct the direction, the next one was also a zero, and the next one, and so forth. Around figure four, you could hear people on the judging line (there are seven judges with two assistants each) calling out "Don't do it.", or "Read your sequence card.", or "Look outside the airplane.", imploring the pilot to realize something was wrong and fix it. The pilot couldn't hear this of course, but we all felt helpless as we watched the unfolding mess, and it felt better to yell something.

Around figure six, the pilot finally did realize something was amiss and took a break, which they are allowed to do. They proceeded to re-enter the aerobatic box, in the wrong direction, and zero the remainder of their figures. That meant they got zero points out of roughly three hundred available points, for a routine they wrote. Nobody could remember a competitor ever totally zeroing a routine. Everybody thought it was really funny except that, since the great majority of the judging staff were competitive pilots, it could have just as easily been them.

The pilot got no end of ribbing over their misadventure, and it got even better after a couple of beers at dinner. Why do I tell this story? The pilot in question had a great deal of flying experience. They had their sequence card right in front of them in the cockpit. There were a great many visual cues with respect to the aerobatic box. Yet, they flew the entire sequence in the wrong direction. How could this be? The pilot had "memorized" the sequence, and instead of availing themselves to lots of available information, they flew the sequence in their head.

What does this have to do with you? People believe they have "memorized" the airplane check list, and in tense moments don't avail themselves to all the available information that might get them out of the situation safely. During your training, and during the six-month checkrides, your CFI has pulled the power or done something else to simulate an emergency situation. They expect you to go through some form of "flow", but they also expect you to really pull out the checklist and utilize it. That's because your memory in tight situations tends to be poor. In this scenario, telling your instructor (or examiner) you've memorized the checklist does not get you extra points. Actually, it's the wrong answer.

Don't be like the pilot in the story. Keep your mind open and use the tools available to you to make your flight safe, including the checklist which should be right where you can grab it when you need it.

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>

### OFFICERS AND STAFF

#### President

**Bob Ingersoll** Cell: 206-755-7870  
M/C 39-130  
[rjingersoll77@gmail.com](mailto:rjingersoll77@gmail.com)

#### Vice-President

**Curtis Jacobson** Cell: 360-201-1360  
M/C 39-130  
[cjacobson@outlook.com](mailto:cjacobson@outlook.com)

#### Treasurer

**Carol Bonham** Cell: 206-303-7073  
M/C 39-130  
[cabonham@wolfenet.com](mailto:cabonham@wolfenet.com)

#### Ops Officer

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[troymlarson@hotmail.com](mailto:troymlarson@hotmail.com)

#### Safety Officer

**Matt Smith** Cell: 206-375-6567  
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[MattFSmith@yahoo.com](mailto:MattFSmith@yahoo.com)

#### Secretary

**Harium Martin-Morris** Cell: 206-795-9844  
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[hmarmo@gmail.com](mailto:hmarmo@gmail.com)

#### Operations Manager

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M/C 39-130 Wk: 425-271-2332  
[befa\\_ops@mindspring.com](mailto:befa_ops@mindspring.com)

#### Staff

##### Diana Cassity and Yvonne Pipkin

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##### Millicent Rhoades

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Fax: 425-271-2066

#### 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:

Steve Kirsch (206) 851-6663  
Mike Dubbury (425) 239-3640  
Oliver Meier (510) 541-2142

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