



www.befa.org

840 West Perimeter Road, Renton WA 98057

April 2019

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Naish Gaubatz	Class III	RNT
Neil Hathi	Class III	RNT
Zane Ricks	Class I	PAE
Federico Salinas	Class I	RNT
Jeff Schwartz	Class I	RNT

New Solos!

Date	Instructor
Tess Caswell 3/18	Saladino
Mike Heeman 3/23	Anderson/ Guthrie

New Ratings!

Date	Instructor
Kevin Cook, Private 3/15	

CALENDAR

Monthly

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

April 2019

BEFA Board of Directors Meeting: Friday 4/26 at 4pm at the Renton Office.

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



From Your President
By Bob Ingersoll

We recently received a letter from the FAA regarding their audit of BEFA's CATS Program. They found "No

Discrepancy" and said "Excellent Work." I want to second that and thank Diana and Yvonne for a job well done. The structure of this testing process is very rigid and time consuming on their part.

The RNT High School Private Pilots' Ground School is now complete. I want to extend my thanks to James Walker, Shad Pipkin, Fred Quarnstrom and Alan Reitan for their classroom participation; and Harium Martin-Morris for work with the RNT School District to make this possible. Also, thanks to ACE Aviation and ATC Training Center for use of their facilities.

We plan to have another class this fall and encourage BEFA members to donate through BEFACT to help fund this class of high school aviators.

I'm looking forward to seeing many of you at our Annual Crab Feed and Membership Meeting on April 27.

Aircraft Rates

April-2019	
Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 102.82
C172	\$ 122.88
C172SP	\$ 139.97
Citabria	\$ 141.92
R172K XP Float	\$ 167.30
C182Q	\$ 170.86
SR20 (HOBBS)	\$ 178.25
BE C24R (566)	\$ 189.70
C182RG (65C)	\$ 193.03
CT210	\$ 228.59

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

From Your Operations Manager

By Wes McKechnie

BEFA FLEET INSURANCE UPDATE, AND THE DYNAMICS OF MARKET FORCES, (the boring, but important side of flying...)

Some questions come into my office that don't relate to usual flight or maintenance operations arena. I'd like to provide visibility to the general membership on these other areas. The first subject that I'd like to share was sparked both by a member's query, and the simultaneous pending renewal of our insurance package. We are starting to see an increasingly dynamic climate in the insurance industry, which has been relatively calm the last few years, and the briefings by our insurance & risk management sources are of note. We talked about this a bit before during the last Membership Meeting/Crab Feed, and I'll try to elaborate further on the subject.

Essentially, our behavior, skill set capability, decision making and the resultant safety record blends together with the other general aviation claims outside of BEFA, as well as outside industry claims unrelated to aviation to impact our rates. This, which next to fuel and aircraft upgrades and maintenance, are the main driving force on cost containment we are committed to holding down when it comes to flying. *First*, a little about how the insurance industry works, particularly as it relates to aviation, but also the broader market as it is all, as you'll see, tied together.

Aviation for the most part, with a few important exceptions, is not too much different than your auto or home insurance - the more and expensive the claims, the higher your premium will be. Each year we have our annual renewal, as your car/household does. BEFA is also a bit different in their view with a categorization due to our structure - we're sort of seen as a "high-end training flight department", rather than just an "FBO", flying school or a "club". Our insurance broker takes our ops specs, "loss record", fleet data, organizational structure (very important) etc., and also provides a skilled, "best argument of our positive abilities", and pleads our case, so to speak, to, *Second*, a secondary market, the "Underwriters", who actually assume the risk and provide the claims reimbursement to us, if needed. This representation of us by our broker is not to be discounted, and is very valuable in developing the underwriters ongoing confidence in our group. They present our case to this secondary market providers, who then review our record and choose if they first,

want to bid on us at all, i.e. take us on as a risk, and then, if so, provide an annual premium amount that they determine will be charged to us to cover their risk. Now, the *third* part of this market, which we have little knowledge of as consumers, is the "Re-Insurance" market, that "covers the spread" so to speak for the "underwriters". There are only a few, maybe 4 or 5 large "pools" that provide this to the underwriters. Warren Buffets, Berkshire-Hathaway, has a division that is a major player in this market, as an example, as do European and Asian conglomerates. They are the ones who actually provide overage insurance to the underwriters in the event that extraordinary, high dollar claims are paid out, as the underwriters actually don't have all the funds in reserve through premium "banking" for these "*major*" events. Major crashes of large, commercial aircraft have a very big impact on *their* premiums too, which eventually get passed on down the chain to the day-to-day GA aviation consumers, it is not totally separate money pool from commercial aviation companies, unfortunately. The high profile KOMO 4 helicopter crash in downtown Seattle a few years ago is settled and is now being paid out, as well as a corporate helicopter crash in another part of the country with multiple deaths that too had an unusual high settlement. These are of extraordinary financial impact to the *GA market*, whose claims are generally *relatively* minor by comparison to commercial aviation, but it all at the end of the day, comes from this main pool if claims are excessive, and gets "spread". If that's not enough, other non-aviation influences including current and future trending environmental disasters such as the large California and European regional fires, earthquake, tsunamis, general weather flooding, hurricanes, and tornados are according to their data and analysis, are causing record losses. Wrap in the underwriter, and particularly the re-insurance tiers of the "whole" insurance industry reacting to their data analysis, and it trickles down to all consumers, business and individuals. We, as an organization, will feel more impact, at some point. Insurance rates in the "base market", have been actually fairly static for some time. As stated, indicators project the tide will rise. We do not know how high. Our source has said we may see increases of up to 15% to 20% in our industry, but they are hoping it will be lower.

The one part of this market force that we as an organization and individuals can control is our premium-to-loss ratio. While BEFA is still "OK", relative to our segment of industry standards, we've presented articles in the prior couple of years on the impact of accidents/incidents we've had and how that directly filters down to the membership in cost. Typically our

"premium-to-loss" rate was the best for a flight group such as ours. Underwriters from across the country have in the past visited us to see why we were so successful in this area. We were, and will be again, an industry leader for such type of operations. Hard landings, poor decision making and prop strikes, etc., have impacted this and while the "time since accidents" is receding in the rear view mirror, (thanks to operational changes and reducing risky pilots), it's still in a relative time block that it will influence rates for a little while yet. These claims financially impact all of us in this organization. Yes, premiums go up because of this, but also our annual underwriter "rebate", or reward, we would get back for our excellent record (and applied to reduce the premium of next year's package), has not been earned by us for the last two years. Again, I don't want to overstate this either, we're not really in peril as to our record, it's still not too bad relative to industry standards, but it has fallen short of our traditional expectations and demands. That is not in our "comfort zone" and assume not yours too.

Hopefully this explanation exposes one of the complex elements of the BEFA organization that's unseen, and paints a bit of the behind the scenes considerations and challenges of one issue that your BEFA Board deals with in running a complex, though truly unique, exciting and rewarding organization!

BEFA "CREW CHIEF'S"

We are going to reboot an idea from several years ago, that hopefully will have more traction this time around! We would like to know if any members would like to volunteer to be a "Crew Chief" so to speak, for specific tail numbers. Maybe you have a favorite plane that you'd like to tend to the general interior cleaning & washing/waxing of the plane, and organize a group of volunteers to help you with this task. This would be a good mechanism for keeping our fleet clean, and could be done in conjunction with the oil change times if desired. Please, pick a tail number and let the office know if you can provide organization of cleaning "your" plane. BEFA will, of course, pick up the needed supplies. We'll keep a list in the newsletter of who the Crew Chief are of the various tail numbers. Thanks.

GRIEVANCES:

- 3/4/19 78440 checklist is missing (again)!

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:

- Michael Hobson for repositioning planes
- Suzanne Myers, Kathleen Imanishi, Dan Anderson and Adam Tomlinson (CFI) for help with the invoicing.
- Derek Johnson for removal of our 55 gal drums of hazardous waste!
- Nick Patrick and Kory Keymer for their great presentations to the BEFACT students in our Ground School for the Renton High School District.
- Kevin Chaney for washing the Cirrus.
- Karl Holloway for doing the Paine-Renton supply run for oil etc..

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!

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



Reminder: 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. 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 if you would be willing to lend a helping hand. Please mark your calendar and we'll see you there

From Your Safety Officer

By Matt Smith

A couple of our senior pilots had an adventure in the Beech Sierra recently that warrants re-telling as there are several lessons to be derived.

They were returning to Renton, going through the landing checklist, when they realized the "down and locked" light for the nose gear had not illuminated. After going through the trouble shooting checklists, it was determined the light itself worked. From there,

they asked for a fly-by of the tower. The tower confirmed the gear was down, but obviously could not make any statement about whether it was locked.

The two pilots decided there was sufficient fuel on board to leave the Renton airspace and expend time doing some extra troubleshooting. With two pilots on board, one was able to concentrate on the flying while the other tried various things. They tried using the manual crank, but were unable to confirm the gear was locked. A cell phone was used to call Ace to discuss the situation with one of the mechanics, as well as calling BEFA to tell Diana they would be late, quite considerate of them.

They eventually decided they had done all they could, called Renton tower and requested one more fly-by before attempting a landing. On arriving back at the field, the Boeing fire brigade had been deployed, there were news helicopters hovering overhead, as well as plenty of spectators (there is a picture of the approach on line). Again, the tower confirmed the gear was "down". After all this, the landing was uneventful as the gear was actually down and locked. They taxied the plane to Ace, where it was determined a position switch had broken.

Roughly a week later, we had a BEFA CFI meeting with one of the tower controllers, and the incident was a significant topic of discussion.

What can we learn from all this?

The pilots never declared an emergency, but yet the Boeing fire brigade had been deployed (not to mention the news helicopters). Where did that come from? The tower has a set of rules for dealing with a number of defined situations. Those rules determine the response level. A gear malfunction requires the controller effectively call 911. From that call comes the Boeing equipment as the airport does not have its own. I find it comforting knowing the tower controllers have my back.

Should the pilots have declared an emergency? That's a personal call. One of the things to keep in mind is that the tower cannot tell you to declare an emergency, but when you do declare one, it gives them a tremendous amount of flexibility to deal with a situation. They can marshal resources in a hurry if required. If you declare an emergency, there will be an investigation, but if you feel you're in danger, do not hesitate to utilize the option. All you need to say is "I want to declare an emergency."

Lessons:

- 1.) Do the landing checklists (Where have you heard this before?)
- 2.) Don't be afraid to ask the tower for help.
- 3.) Don't be afraid to declare an emergency.
- 4.) If there are multiple pilots on board, use crew resource management to safely manage the workload.
- 5.) If you determine you have enough fuel, you can use the time to troubleshoot. That said, don't get so caught up in trouble shooting you run out of fuel, making a bad situation worse. It has happened.
- 6.) In this day and time, cell phones are fair game to call in additional resources.
- 7.) After the CFI meeting, I asked one of the pilots if they pulled out the POH for troubleshooting. He grimaced and admitted the answer was no. Do not forget this resource in the plane.

The pilots did a very good job of handling the situation. Maybe the biggest lesson is "don't panic". Use your brain and work through the issues.

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

CLASSIFIED ADS

This space available for members' classified ads. Please contact the newsletter editor or the office.

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

Vice-President

Curtis Jacobson Cell: 360-201-1360
M/C 39-130
cjacobson@outlook.com

Treasurer

Carol Bonham Cell: 206-303-7073
M/C 39-130
cbonham@wolfenet.com

Ops Officer

Troy Larson Cell: 206-953-9596
M/C 39-130
troymlarson@hotmail.com

Safety Officer

Matt Smith Cell: 206-375-6567
M/C 39-130
MattFSmith@yahoo.com

Secretary

Harium Martin-Morris Cell: 206-795-9844
M/C 39-130
hmarmo@gmail.com

Operations Manager

Wes McKechnie Cell: 206-384-9680
M/C 39-130 Wk: 425-271-2332
operations@befa.org

Staff

Diana Cassity and Yvonne Pipkin
office@befa.org Wk 425-271-2332

Fax: 425-271-2066

Millicent Rhoades Wk: 425-271-2332

accounting@befa.org 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

Newsletter Editor

Marissa Singleton (425) 235-0330

mksingleton@hotmail.com

Webmaster

Steve Isaacson

steve.isaacson@gmail.com