



www.befa.org

840 West Perimeter Road, Renton WA 98057

May 2019

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members	Share Class	Airport
Uzair Ahmed	Class I	RNT
Leon Hiro	Class I	RNT
Edmund Lo	Class II	Both
Christine Martincinc	Class I	RNT
Brett Meier	Class I	RNT
Andrey Popov	Class II	Both
Vishal Saxena	Class III	Both
Edwin Sharp	Class II	RNT
Erik Snapper	Class III	RNT
Tyson Tyler	Class III	Both
Lai Vu	Class III	RNT

New Solos!	Date	Instructor
Soichi Nakamura	4/12	Lee

New Ratings!	Date	Instructor
Mikel Moore, CFI	4/09	Saladino / Borkan
Michael Hobson, Private	4/15	Tomlinson
Curtis Jacobson, Gold Seal	4/24	

Gold seals are issued by FAA to flight instructors who have maintained a high level of flight training activity and who meet special criteria.

CALENDAR

May

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

BEFA Board of Directors Meeting: Thursday, May 16th at 4 pm at the Renton Office.

June 8th Renton Plane Wash & BBQ

BEFA Bath & BBQ: Plane Wash at Renton on Saturday, June 8th with setup at 8:30 am; begin washing planes at 9:30 am. Steak BBQ starts at 11:30 am for participants. A sign up sheet will be at the Renton Office front desk. If you have any questions, contact Gary Pipkin at (206) 390-9279. Come one, come all...families and kids too!!

From Your President

By Bob Ingersoll

The BEFA Annual meeting/Crab Feed was an opportunity for BEFA members to eat some great food, talk about airplanes and aviation, and hear from the Board about the health and status of BEFA. There were approximately 100 in attendance. I want to first thank all the volunteers who contributed to making the day a big success, especially our BEFA VP Curtis Jacobson for all his effort in pulling it together.

For those who weren't there, I'm going to summarize the various topics reviewed.

MEMBERSHIP: Harium showed that our membership has actually grown year over year. The membership roster is very fluid with pilots coming and going for various reasons and it takes a lot of time and effort to stay on top of it all, especially as we bring in new Guest members.

TREASURY: Chuck Malmsten briefed the financial data. We have worked very hard to keep an overall positive cash flow while building reserves for future expenses such as building fund, engine TBO, aircraft upgrades and insurance premiums. We just received some positive news regarding our annual insurance policy, which has only a minor adjustment from last year's policy. This is for hull and liability and really helps us plan for the next year knowing rates are set.

SAFETY/CFI: Matt commended our CFI team. We are very fortunate to have a great group of instructors who are very knowledgeable and dedicated to BEFA safety training. Matt described several new policies and training plans to help mitigate future safety issues.

OPERATIONS: Troy shared our fleet status and condition, and we are overall in very good shape. This was highlighted by the presentation of a new Top Cub, which is a lease back to BEFA. This aircraft compliments the Citabria and will provide great flying opportunities to our tail dragger pilots. I highly recommend you get checked out when it comes on line about June. Once again, a big thanks to ACE Aviation, the BEFA crew, and Wes's persistence to keep our fleet flying with minimal disruption.

VICE PRESIDENT: Curtis showed all the upcoming aviation events that BEFA members can volunteer to participate. He also outlined our billing process upgrade to electronic billing. This is part of our transition to electronic newsletters, billing, and future voting. Stay tuned for more news on this.

PRESIDENT: **This is our 65th year of operation** which is truly remarkable. Our mission continues to be to provide a best value aviation experience to our members. The BEFA Board is unchanged for 2019 and continues to do an outstanding job of working together to maximize that mission.

Regarding the Building Committee, our progress is only as fast as our partner, RNT Airport and City of Renton sets out for us. They have been working with the FAA regarding a new Master Plan for RNT, which has been very consuming. I'm hopeful that we can establish a long term lease and building plan in 2019. Regarding PAE, we have a letter of intent to sublease from Regal Air sufficient office space in their new building. We are looking forward to working with them to make this a reality.

AWARDS: Wes recognized many members for their ongoing support of BEFA. The culture of volunteerism is alive and well at BEFA.

This year's Member of the Year is Mike Borkan.

And, the Derdick Award goes to Steve Beardslee.

It is truly gratifying to hear about all the people who work tirelessly to make BEFA a success. **THANK YOU!**

From Your Operations Manager

By Wes McKechnie

PERSONAL ELECTRONIC DEVICES AND THE MAGNETIC COMPASS

A Cautionary Note: With all the advanced electronic products on the market for GA pilots, requiring temporary mounted devices, note that they can interfere with the magnetic compass. What may be a perceived issue with the DG not holding its heading, or excessive "precession", or an uncorrected deviation in the compass, may well be these devices emitting electromagnetic fields preventing the mag compass from working correctly.

In addition, beware of covering up the windscreen with too many screen devices. I did a solo phase check months ago where the student had two screens suction cupped to the window in addition to the 650 GPS. This blocked significant visibility and is frowned upon by the FAA.

Another note is to be sure you fully understand the operation of Audio Panels, Autopilots and GPS's etc. With complexity of the GA cockpit now, combined with not flying as frequently as we'd like, it's easy to forget a few things. We're chasing our tails a bit on issues that get squawked that are operator error.

CFIs, please do a test or two with the pilots during the 6 month checkride to gauge their knowledge and correct their operations and understanding of these devices.

Pilots, double check that you understand the operation of the device prior to squawking what could be an "Operator Error", thus keeping it out of the maintenance flow and charges. Thanks.

WHY IS FSP SHOWING DOGS AND PORSCHE AS BEFA ASSETS??!

You may be noticing some strange BEFA assets. No, we are not actually putting dogs and Porsches on as BEFA assets. These are fictitious "placeholders" as part of what will be continued setup and testing of a new online billing system offered by FSP. Accounting is going to be working this very complex project for several months.

MANY THANKS TO OUR VOLUNTEERS

The Board, Membership and Staff cannot express the gratitude for the help that all the volunteers here at BEFA provide. It in many respects is a bittersweet presentation of these awards as the Board recognizes the great talent and work ethic of so many volunteers

here at BEFA, and we can't give the awards to everyone! An organization of this size and complexity requires these great talents.

Mike Borkan was chosen as Member of the Year for 2018. Mike, (along with Chad Adamson) has been pivotal in reenergizing our ties with Boeing Senior Management in a chance cross talk. He has mainly participated in a lot of project support from working with the Crew, to helping Ace with the riveting of 7568T, and moving planes. I could go on and on, but his tireless effort to do a lot of the "grunt" work here at BEFA has been greatly appreciated, and the award is well deserved.

Steve Beardslee was chosen for the James Derdick Award for excellence in aviation, for his long term support and direction of BEFA. Steve has quietly helped aviation and BEFA tremendously and has spent 10 years over the last 25 years on the BEFA Board of Directors, a time consuming and challenging position. He has also been the man behind the curtain, so to speak, when not on the Board, chairing many Executive Committees, and has used his leadership skills to conclude challenging complex projects over the past two decades. Steve has also invested a lot of his personal capital to upgrade and keep 2365C as one of our premier leased airplanes for use by the members.

We would also like to shout out to all the **BEFA Crew members**, led by **Ray Pedrizetti** for their tireless efforts, **Paul Ust** and **Howard Wolvington** for their work on the continual fleet database updates, and arranging these with the suppliers, **Marissa Singleton** for her editing and arranging of the Association's Newsletter.

Some "Special Recognition Awards went to **Sonny Halbawy** for his donation of time and talent to fix a water line leak, and setting up the big screen in the office, and to **Kevin Yarnell**, the owner of Sierra N38566, for managing the big job of refurbishing the south wall of the admin building, redoing our deck and putting in a concrete ramp. He donated much of his professional tooling for this task too. He was assisted by **Josep Gomez Marti**, **Albert Yarin**, **Barbara Sherland**, **Jar Lyons**, and **Kevin Chaney**.

BEFA "CREW CHIEFS" UPDATE

We are rebooting 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 tend to the general interior cleaning and

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 Chiefs are for the various tail numbers.

Crew Chiefs

704RY	Thomas Niemisto	2711R	OPEN
78440	OPEN	36339	OPEN
739BT	Josep Gomez Marti	758NF	OPEN
5344K	Kevin Chaney	735LH	Kevin Chaney
435SP	OPEN	662AJ	Rohan Sharma
97PD	OPEN	38566	OPEN
9537Q	OPEN	2365C	OPEN
2164Z	OPEN	9843Y	OPEN

Thanks to those who are signing up!

GRIEVANCES:

- 4/4/19 - 5344K checklist missing
- 4/23/19 - 97PD Cover not put on plane
- Front office door left open twice after hours. A deranged homeless person came in and hid, and it could have been a real issue for the member that was here that night. Please do not open the front doors when Staff is not in.

**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:

- Shad Pipkin, (CFI) Kevin Chaney, Julia Bitzes, Paul Ust, Mike Borkan (CFI), and James Walker for repositioning planes.

- Mike Borkan (CFI) and Kevin Chaney for helping with the repair on 7568T.
- Karl Halloway for fixing the lock on the Knack Box at PAE!
- Mike Bishop, Kevin Cook, Mike Borkan (CFI), Joe Miner, and Kevin Chaney for the continued cleanup of the South outside hanger area.
- Kevin Chaney for help with the Guest Membership Interviews.

From Your Safety Officer
By Matt Smith

Several of us were standing by the Renton runway chatting when a BEFA pilot came in to land from a cross-country flight. To say the landing was less than elegant would be an understatement. There was a second of doubt about it ending well, eliciting several comments. The person flying is an excellent pilot, making it all the more surprising. When they taxied up and got out, I asked them about the experience. They said it had been a long day, and they were tired. To make matters worse, they had some issues with the flaps on the base leg, they wanted to make the closer taxiway, and they just wanted to be done. Individually, each of these items wouldn't be cause for concern, but in total, they almost added up to an accident.

The next day I ran into the pilot, and they were still kicking themselves for nearly making such a fundamental mistake. With a little forethought, there were some things they could have done to give themselves a chance at a better ending. First, there was a second pilot on board who could have flown for a while to give the PIC a brain break. Second, they could have gone around when the flaps gave them grief. Lastly, they could have relaxed and used the entire runway instead of trying to land short. All little things, but they would have added up to a much less worrisome ending to what had, up to that point, been a spectacular flight

I recently reviewed a cross country request where the flight plan laid out a solo five-and-one-half hour IFR return leg late in the afternoon with a landing after sunset. The first scenario I described was in benign, sunny, VFR weather, and it nearly caught up with the pilot. My concern with the second was what would happen at the end of a long day, after sitting in the pilot's seat without a break for five-plus hours, possibly low on fuel, needing to go to the bathroom, and potentially poor weather. Would it culminate in a botched approach with a pilot who wasn't at their best?

Since the second flight is still in the planning stage, ask yourself: What things can the pilot do to keep from falling into the "bad ending" trap? Spend a minute thinking before reading on.....

The most obvious step is to add an intermediate stop. It would give the pilot an opportunity to get fuel, stretch their legs, go to the bathroom, eat something, check the destination weather, and take a nap if they felt they needed it. They could even make the decision to stay overnight if the weather were to be bad enough at their final stop. This is what I recommended. What the pilot offered in return was a series of decision gates with an intermediate stop as an option if any of the decision gates failed. I like my plan better, but I can live with that. Now, the pilot has taken the time to think about various situations, and planned for how to deal with them.

What I need for you to take away from these two scenarios is, as you're planning your cross-country flights this summer (You are planning at least one, aren't you?), to take as many things into consideration as possible. Because you may be in the airplane for several hours, little things can stack up to culminate in a less than stellar ending to what should be a memorable trip. If you've taken the time to entertain various situations, you'll be far less likely to fall into a trap, and the flight should have a happy ending.

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

Aircraft Rates

May-2019	
Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 103.26
C172	\$ 123.52
C172SP	\$ 140.69
Citabria	\$ 142.56
R172K XP Float	\$ 168.02
C182Q	\$ 171.90
SR20 (HOBBS)	\$ 179.21
BE C24R (566)	\$ 190.50
C182RG (65C)	\$ 194.16
CT210	\$ 230.09

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>

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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
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