



www.befa.org

840 West Perimeter Road, Renton WA 98057

June 2019

Office Phone: (425) 271-2332

CONGRATULATIONS!

| New Members | Share Class | Airport |
|-------------------------------|-------------|---------|
| Kevin Burns | Class I | RNT |
| Vincent Butterfield | Class III | RNT |
| Hermann Fernandes Pais | Class III | RNT |
| Brad Graham | Class II | Both |
| Matt Hoesley | Class I | RNT |
| J. Patrick Malone | Class II | RNT |
| Jon Martin | Class II | Both |
| Luis Mattei-Mendez | Class I | RNT |
| Leon Plant | Class I | RNT |
| Johannes van Dam | Class III | RNT |

| New Solos! | Date | Instructor |
|------------------------|------|------------|
| Alex Kravchenko | 3/31 | Paulay |

CALENDAR

June

BEFA Bath & BBQ – Volunteers Needed! 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!!

BEFA Board of Directors Meeting: Thursday, June 20th at 4 pm at the Renton Office.

Ongoing: BEFA Crew Chiefs are still needed: See operations manager’s article for more information

Volunteers Needed! Annual Bath & BBQ - June 8!

By Gary Pipkin

Come on out and help make our airplanes shine! Members, families, and kids are all welcome to spruce up the fleet by washing planes and cleaning the interior. Setup begins at 8:30 am and washing the planes begins at 9:30 am. As a thank you to the volunteers, a steak BBQ (and some hot dogs) will be provided for the participants, with grilling commencing at 11:30 am.

A sign-up sheet is in the Renton Office. If you have any questions, contact Gary Pipkin at (206) 390-9279.

Tie-down Upgrades!

By Curtis Jacobson, BEFA Vice President

The tie downs we are using are starting to show deterioration and age. With member Jason McCrea leading the effort, the old tie-downs will all be replaced with the new “SlideDown” tie downs (<http://slidedown.com/>) first introduced to BEFA by Howard Wolvinton).

A big Thank You to Jason for leading the effort and the Thursday night crew for helping with all of the labor!

From Your Operations Manager

By Wes McKechnie

FSP and BEFA’S ELECTRONIC BILLING UPGRADE PROGRESS

We are making progress on the electronic billing and migration to our scheduling system for billing visibility and payments. Automatic monthly billing using debit and credit cards will eventually be part of this process as well. This is a huge undertaking, especially as we have to get it right as BEFA is very much a “cash flow” business, and we cannot have a disruption. Many of you have noticed amounts posted on your FSP home page.

Note that this is all still in test mode, so do not be concerned about the amounts that are posted. We will be running these tests for the next month or two, then, once initiated, running it in parallel with our paper billing. You will be notified of when the new system is fully up and running for use by you. Please make sure that you pilot profile on FSP, (email, phone number, Member Class, etc.) is current. Contact Staff if you need help with this. Stay tuned for more information.

FUEL DELIVERY AT PAINE FIELD

Castle & Cooke is having some fueling slow down issues at PAE. I was hoping to have something to say about this for this newsletter, but have not secured contact with the manager yet to find out what's going on at the time of this article. Keep an eye on the FSP Home Page "Notices" for more information on this issue as it unfolds.

BADGING AT PAINE FIELD IS GOING TO START

With Part 121 operations in full swing at PAE, the long anticipated air-side badging and security vetting will commence for BEFA Paine Field pilots this summer. This will require filing an application, a written test, and going through a TSA "Threat Assessment" background check. We are in the early process of absorbing and integrating this at the BEFA Staff level first, and once that is complete, we will advise when it is time to start PAE BEFA-based pilot applications. *We ask that only Paine users apply for these badges, this is going to be a complex operation, and is not designed by TSA/Paine Field Airport Ops for pilots who only "think" they may someday use it.* The passengers' supervision, behavior and compliance will fall directly on the BEFA PIC. The Airport Admin will set up some kind of access for transient aircraft landing and for occasional users with their driver's license. More information will follow as we get it, please keep an eye on the FSP Home Page "Notices" for more general information on this as it unfolds.

Crew Chiefs Update – Volunteers Still Needed!

Per last month's newsletter, BEFA is 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. Here is the current list of 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 have signed up!

GRIEVANCES:

- 5/27/19 9537Q cover left off
- We've had a series of pilots parking planes in tiedown renters' spots. There is a map on the dispatch board with the approved BEFA spots. Please see Staff for clarification if in doubt. Thanks.

**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:

- Karl Holloway for exchanging oil bottles for PAE BEFA and aircraft wash supplies
- Hans Larson for distributing chart supplements in Pilot folders
- Kevin Chaney for moving planes and fixing 44K cover and repositioning plane to PAE BEFA.
- Kevin Chaney for cleaning and 'buffing out' 662AJ, a 6 + hour job, and he doesn't even fly it! Thanks Kevin!
- Jason McCrea for installing the new tie-down rope devices on the RNT ramp, greatly appreciated!
- "Big thanks to the Douglas Withers clan for getting a great start on the ramp painting at BEFA RNT. An all day job, thanks much! (photos on the next page!)



From Your Safety Officer By Matt Smith

The CUB.....I suppose it's one of the most talked about items on my agenda right now. We might have it on line before you read this. It's taken a lot of work by a number of people to make this happen. Bob, Patra, and Mikel Moore have been the force behind this project, approaching me late last year to see if I was supportive of the idea of adding a brand spanking new Cub Crafters Top Cub to the BEFA fleet. As most of you know, I'm a hard-core tailwheel advocate, so this was music to my ears. Wishful thinking isn't enough. The airplane needed to fit within the BEFA philosophy and cost structure. A lot of research was in order.

It's surprising how much work is involved in bringing a new type of airplane on line. First, we needed to understand the implications to BEFA. The Moores worked hard with us to plan the addition. There is a cost to BEFA for lease-backs, but the Cub is very much in line with the others in our fleet, and an airplane I think pilots will want to fly.

Then, there were the day-to-day operations items. We needed a BEFA checklist. While the Citabria is similar, the Cub POH is more detailed than the ancient Bellanca one, resulting in more information to convey on the checklist, but we made it fit. Second, we needed a six-month quiz. Again, we started with the one from the Citabria, but the Cub is a different animal (pardon the pun). It has flaps, a more powerful carbureted engine, a much more complicated panel, and the larger tundra tires. Bob Guthrie and Mikel Moore took on the project of putting together a quiz that covers the unique operations of the airplane, one which will help people understand the unique requirements of the Cub. I think they've done a really nice job. We also needed the traffic pattern specifics to teach new operators. Bob Guthrie took care of that.

Lastly, we needed instructors to teach our members how to fly the plane. It was a surprise to find that none of our CFIs had back-seat Cub time. Bob Guthrie, Kory Keymer, and I spent several days at TacAero in Hood River, Oregon working with Kris Finkbeiner, TacAero's chief flight instructor, and Johnny Young, from their Prescott, Arizona operations. They put each of us in the front seat, then the rear seat, and patiently showed us the ropes. Mikel Moore and Mike Borkan, both newly minted BEFA CFIs, were also there to begin their journey to being tailwheel instructors. Kris and Johnny were both excellent. A good time was had by all. Now, we need to transition this knowledge to the remainder of our tailwheel instructors. Then, we'll begin regular operations.

Our existing tailwheel syllabus will serve for people who are looking for a BEFA (and FAA) tailwheel endorsement. For those already having a BEFA endorsement, the instructor will have discretion for signing off on solo operations of the Cub. We had a lot of discussion about 6-month checkrides. Because the Cub is more complex, a pilot can do all of their 6-month tailwheel checkrides in the Cub, and that will also cover the Citabria. One 6-month tailwheel checkride, in the Citabria, can be substituted each year.

I'm excited about this addition to the fleet. That said, there is some trepidation because this is a highly capable aircraft. Pilots may think that because the airplane can handle the back country, they can, but nothing could be further from the truth. There is a lot of training required to gain those skills. It is no different than someone wanting to fly by instruments. We're going to be very conservative in where we let the plane go until we all get some time under our belts. More discussion regarding

operational guidelines and/or restrictions is presently underway.

Having flown it, I can tell you it's a lot of fun to fly. On warm summer days, you can fly with the door and window open, and let the wind blow through the cabin. I'm looking forward to it. Join me in welcoming this addition to the BEFA fleet.

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

San Juan Islands Training Trip

By Chris Clearfield

Fellow pilots!

I wanted to share with you a cool opportunity to go on an adventure training trip this summer. Join flight instructor Jason Miller and Wilderness Medicine physician and CFI Howard Donner for a trip to the San Juan Islands from Friday August 16 to Sunday August 18th.

I went last year (as did BEFA CFI Kory Keymer), had a blast, and learned a lot. The trip includes discussions on wilderness survival, a take-home lightweight survival kit, and practice on things from starting fires to inflating and climbing into an emergency life raft in the water. Beyond that, the meals are delicious, and there will be loads of pilots from lots of different walks of life with their stories.

I'll work to pair any interested BEFA member with a BEFA instructor; the aircraft rental and cross country trip reservation will be done through BEFA as usual.

All the details are here <http://bit.ly/ftp-island-details> and the deposit link is here <http://bit.ly/ftp-island-deposit>.

Current BEFA members get a 10% discount off the trip price, taken off the final payment.

I am happy to answer any questions that folks have!

Chris Clearfield: chris@flywithchris.com

Aircraft Rates

| June-2019 | |
|--------------------------|-------------|
| Aircraft | Hourly Rate |
| Redbird FMX (member) | \$ 50.00 |
| Redbird FMX (non-member) | \$ 85.00 |
| C150 | \$ 106.78 |
| C172 | \$ 128.57 |
| C172SP | \$ 146.38 |
| Citabria | \$ 147.61 |
| R172K XP Float | \$ 173.78 |
| C182Q | \$ 180.22 |
| SR20 (HOBBS) | \$ 186.89 |
| BE C24R (566) | \$ 196.90 |
| C182RG (65C) | \$ 203.18 |
| CT210 | \$ 242.05 |

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  Find us on Facebook
<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:

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