



Newsletter

February 2020

840 W Perimeter Rd Renton, WA 98057

Office Phone: (425) 271-2332

www.befa.org


CONGRATULATIONS!

New Members	Share Class	Airport
Kevin Abrahamson	III	Both
Archana Bennur	I	Both
Steve Paik	III	RNT
Nicholas Mooney	II	RNT
Bryon Rakitzis	I	RNT
Blake Benveniste	II	RNT

New Solos	Date	Instructor
Christian Frey	01/03	Pipkin

New Ratings	Date	Instructor
Kim Howitt, INSTR	01/27	Walker

CALENDAR OF EVENTS

February						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19		21	22
23	24	25	26	27	28	29

15
FEB

BEFA Flying Study Group

Saturday, 10 – 11:45 am, RTN Classroom
Topic: "Oxygen Use & Altitude"
Speaker: Dr. Martin Makela
Host: Fred Quarntstrom

20
FEB

BEFA Board of Directors Meeting

Thursday, 4 pm, RTN Classroom

22/23
FEB

Northwest Aviation Conference

Location: Washington State Fair Puyallup
Open: Saturday 9 am & Sunday 10 am

From your President, Bob Ingersoll

Your new BEFA Board had their first meeting on January 16, 2020, noting that 2019 turned out to be a very good year for BEFA.

- We're looking forward to 2020 with a great fleet of aircraft and a firm plan to resolve our land lease for the future.
- We have completed our fourth TBO with N9537Q as an unplanned event. Keep in mind that each TBO cost averages about \$32K, and we have done this without having outside financing.
- We had to defer installing the TBO engine for the floatplane in order to expedite getting N9537Q back on line ASAP.
- We are also advertising N7568T for sale as well as searching for a complex aircraft for utilization at PAE.

We have decided to discontinue our CATS testing service. New compliance regulations have made it too onerous for BEFA to continue to offer this FAA testing service. There are several other sites in Renton that will be available to our members for taking these tests.

Several members have held special events at BEFA for their organization. If you belong to a group that would be interested in using our facility, contact Wes McKechnie to learn more.

This is the perfect weather, or lack thereof, to use the Redbird. It has been upgraded and the pre-flight is warm and dry.

Finally, mark your calendar for the Annual Membership Meeting and Crab Feed on April 25th.

**From your Vice President,
Kevin Chaney**

NORTHWEST AVIATION CONFERENCE

This year's NW Aviation Conference is quickly approaching, and we are still looking for volunteers to come and enjoy time with fellow aviators working our BEFA booth.

There are still plenty of time slots throughout the weekend which is Saturday & Sunday, February 22nd & 23rd. The signup sheet is in the lobby. Come sign up or contact the office to be added to the list.

PHOTO CONTEST

BEFA members, we want to see your best photos. We invite everyone to dust off your camera, or just use your cell phone and capture that perfect photo. All photos will be judged by an independent group.

The winning photo each month will be featured in our upcoming calendar at the end of the year. Photographs will be archived for future featured possibilities with credit given to the photographer.



Good luck!

Submit your photos to:
media@befa.org

EVENTS & ACTIVITIES

Spring and Summer time are approaching, and we're still looking for great and fun things for the members to do. Forward any and all ideas to media@befa.org.

MYSTERY PHOTO



This black and white photo was dug out of the archives.

Who is this favorite BEFA CFI?

The answer is given at the end of this newsletter.

**From your Safety Officer,
Mike Sievers**

Nothing makes you realize how long you've been on the planet than the march of technology. When I started my primary training, GPS was for the most part, a military mystery. As I went through instrument and CFI training, it was starting to make its way into GA, but only as a neat, secondary tool. When I became BEFA Safety Officer for the first time in 2000, I wrote on the pitfalls of this new technology and the emphasis to avoid complacency with the capabilities.

Now as we begin a new decade, GPS is the preferred NAVAID and on the cusp of sending VOR's into the same box as NDB's. But the pitfalls remain, and now that it is used for primary navigation, those pitfalls are only larger.

A few years ago I wrote on GPS hazards; garbage in, garbage out. One notable accident involved a commercial airline pilot mistyping the destination airport where the GPS dutifully obeying and directing the flight toward the unintended destination. Unfortunately, there was a mountain between the origin and destination, resulting in a fatal crash.

The point is simply this – if GPS data is entered incorrectly, or the GPS fails completely, will you know where you are? If not, then you have met the definition of lost. And if you are in night or IMC conditions, the results can be unpleasant. I'm a great fan of GPS because it provides outstanding capabilities in GA, but with great capabilities comes great responsibilities. Most of us have read accounts of people driving onto train tracks or off a road, simply because they blindly obeyed their GPS. Trusting your GPS to the point where you don't know what it is doing has made an electronic gizmo the PIC, and you a passenger with the best view. And if you think technology is too advanced to fail, you'll need to rethink this.

When I teach about GPS, I always emphasize back-up navigation and knowing where you are in case the GPS fails. My students often have a look of disbelief, as if this never happens. But a few years ago on a night cross country flight with a student between Hoquiam and Chehalis, this is exactly what happened. There are two possible reactions from the student in this case – either a WTF frozen look on their face, or adjust the VORs to establish where on the chart they are. To my satisfaction that night my student's reaction was the latter, and I was grateful for the real-life lesson he saw firsthand.

In summary, GPS is a fabulous tool. But remember who the PIC is when trusting it. If it's not you, then you should be holding an airline boarding pass instead.

From your Operations Manager, Wes McKechnie

Engine Rebuild of N9537Q

The early TBO (discovered at the Annual) was somewhat diminished in impact in that we already had an engine in the shop in California being rebuilt. It was completed the week of January 26th, and should arrive late in the week of February 2nd. This will be a "firewall forward" engine exchange, meaning new belts, hoses, baffling, engine mount refurbishment and testing will take more time due to labor involved.

Floatplane Status

After N9537Q is completed, the Floatplane will be rolled into the shop for its engine. This will have to be converted to wheels for the engine break in. We'll need to secure a nose wheel from an N or K model C-172 to accomplish this. We may have to take the one off of N739BT until the break-in is completed, as that was the original one from N758NF. It will then be converted back to floats. Once the conversion is accomplished, then checkouts of the Float CFI's commences followed by the general pilot population.

Cold Weather Engine Operation

Please remember to slowly warm up the aircraft engines when it is below freezing and the engines are cold.

- At the least, prior to start, pull the prop through in the direction of rotation several times to limber up the oil, using all the cautions you've been taught regarding preflight near props, obviously key out of ignition and visible on the dash.
- Lean AWAY from the prop when pulling through.
- Once started, hold the throttle at 950 rpm to 1000 rpm prior to any advancement of the throttle using great patience, until engine temp needle movement.



First snow to fall at BEFA Renton in 2020 (1/14/2020)

N7568T For Sale

We have our venerable R-182, N7568T on the market for \$129K. Please contact me if you know of anyone looking for a great plane to buy. We will use the money to seed the purchase of a couple of other planes for the Renton and Paine BEFA bases.

Northwest Aviation Conference and Trade Show

The Northwest Aviation Conference is coming up the 22nd and 23rd of this month. We are a little light on Sunday, the 23rd, 2:00 to 4:00 pm shift.

Saturday morning has plenty of staff for the booth. Set up on Friday, 3 pm show time is light too. Please contact the office, or VP Kevin Chaney to sign up!

BEFACT

BEFACT, the 501 (c)3 charitable branch of BEFA has started its 2nd Ground School through its outreach program. This is populated by high school students from the Renton School District, and is free of charge for them. They do get high school/college credit for this course.

Thanks to Ace Aviation for providing a space for the class as BEFA's classroom is full most nights of the week for the adult RTC/Boeing Private and Instrument Ground Schools.

Please consider a donation to BEFACT to support these classes for the kids. If you are a Boeing Employee, or retired Boeing Employee, and you apply, the company will match your donation

'Attaboys' for our Volunteers

Your fellow members continue to pitch in to keep us running smoothly, often saving money in the process. We thank the following for their recent contribution.

- Howard Wolvington (CFI), and Casey Johnson (CFI) for helping to provide the Garmin Service numbers from the units. And, Paul Ust for his continual NAV database updates
- Kevin Chaney for engine warmups, aircraft relocation, and general office and admin support
- Byron Rakitzis for helping to set up our member general purpose lunch room.
- Paul Zahner for his continued good work in the hanger, and cleaning stripping of the floatplane firewall in readying and Kevin Cook.

Sorry if I missed anyone. Please email me for inclusion in the next newsletter if I did.

OFFICE NOTES

FAA Airman Knowledge Test

Since BEFA will no longer be administering written FAA exams, go to <https://faa.psiexams.com/faa/login> to locate a test center.

AIRCRAFT RATES

February 2020	
Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00
C150	\$ 104.63
C172	\$ 125.49
C172SP	\$ 142.91
Citabria	\$ 144.53
Top Cub CC18 (HOBBS)	\$ 170.00
R172K XP Float	\$ 170.27
C182Q	\$ 175.15
SR20 (HOBBS)	\$ 182.21
BE C24R (566)	\$ 193.00
C182RG (65C)	\$ 197.68
CT210	\$ 234.76

INTERNET LINKS

BEFA Homepage: <http://www.befa.org>

BEFA Webcam:
<https://video.nest.com/live/75LBU4d2bp>

BEFA Facebook Page



<https://www.facebook.com/pages/Boeing-Employees-Flying-Association/208892645798282>

Please submit any website and social media content to media@befa.org.

CLASSIFIED ADS

FLOATPLANE PARTNERSHIP KRNT

Share available in floatplane partnership based at KRNT.

1979 Cessna 180K PPonk with Kenmore Uppgross. PPonk Beef Up Kit. Rosen Visors, Door Swards, AeroLEDs, New Leather, Dual Garmin G5s, Avidyne Audio Panel, Avidyne IFD540 FMS GPS Navigator, GTR225 2nd Comm, GTX345 ADS-B in/Out, GFC-500 AP. On Aerocet 3500Ls during float season and wheels other 7 months of the year.

Seeking experienced, incident free pilot with time on floats and tailwheel. Experience with aircraft ownership and partnerships preferred, but personality and integrity more important than anything.

OFFICERS & STAFF

Board of Directors

President	Bob Ingersoll
Vice President	Kevin Chaney
Operations Officer	Troy Larson
Safety Officer	Mike Sievers
Treasurer	Ann Galbraith
Secretary	Harium Martin-Morris

Contact information can be obtained from Flight Schedule Pro; navigate to People.

Staff (425) 271-2332

Operations Manager	Wes McKechnie operations@befa.org
Operations Assistant	Diana Cassity office@befa.org
Operations Assistant Saturday	Yvonne Pipkin office@befa.org
Accountant	Millicent Rhoades accounting@befa.org

Newsletter & Website

Newsletter Editor	Yvonne Pipkin
Web Content Admin	Yvonne Pipkin

BEFA AIRCRAFT MAINTENANCE ISSUES

Contact in the order of:

1. Ops Manager, Wes McKechnie (425) 271-2332
2. Emergency/Semi-Emergency text (425) 384-9680
3. Ops Officer, Troy Larson
4. Any Board Member

Renton Maintenance:

In the event no other contact above is available, call Ace Aviation directly at (425) 204-0845.

EVERETT OFFICE CONTACTS

There are no phones at this time. Please call the Renton office in an emergency, otherwise contact the focal below.

PAE Coordinator	Oliver Meier Casey Johnson
PAE Maintenance	Casey Johnson
PAE Facilities & Support	Oliver Meier Casey Johnson
PAE Safety Focal	Steve Kirsch Mike Dubbury Oliver Meier

*Contact information can be obtained from
Flight Schedule Pro; navigate to People.*

*“The engine is the heart of an airplane, but
the pilot is its soul.”*

–Walter Raleigh

Photo mystery answer: **Bob Guthrie**