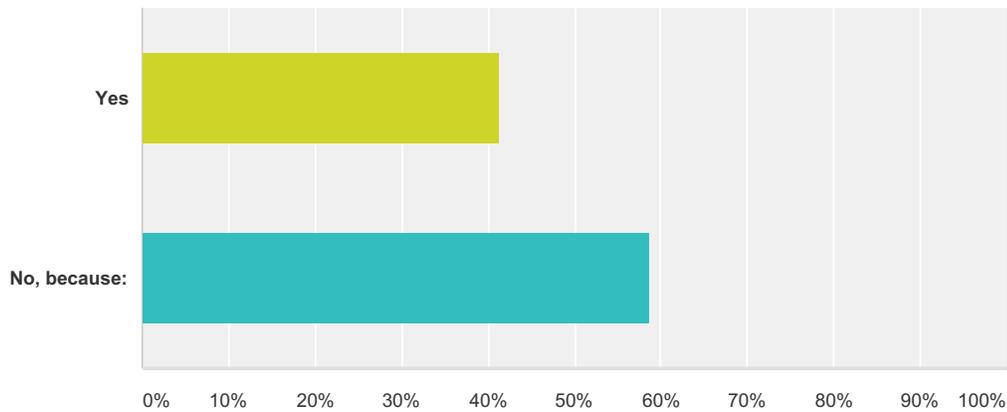


Q23 Do we have the fleet size & composition as you think it should be

Answered: 208 Skipped: 0



| Answer Choices | Responses | |
|----------------|-----------|------------|
| Yes | 41.35% | 86 |
| No, because: | 58.65% | 122 |
| Total | | 208 |

| # | No, because: | Date |
|----|--|---------------------|
| 1 | Would love to see a known ice capable cross country aircraft and would work to build interest and sufficient group use. | 12/27/2015 10:36 PM |
| 2 | At a minimum, we need to add another C-150 for economical training. A lone aircraft is a major detriment to training progress | 12/24/2015 11:43 AM |
| 3 | No light sport aircraft. | 12/22/2015 9:49 PM |
| 4 | Seems like the 172s are very difficult to reserve at the times when most members are interested in or able to fly. | 12/22/2015 7:49 AM |
| 5 | I mainly fly at PAE. Considering my body size, I needed to train with C152. We had C150 at PAE. But I couldn't find instructor who was light enough and willing to give me flight training with C150. I don't think BEFA PAE has enough fleet or instructors for proper training. | 12/21/2015 6:41 PM |
| 6 | Need more airplanes as explained in preface to this survey. The bulk should be what has become our workhorse - n, p, sp Skyhawks which are a common platform that serves our members training needs and serves our associations needs for safety with rated pilots that may only fly a few hours each year. We currently have a good mix of special mission airplanes- float, citabria, 182q. At some point we will need an RG at PAE to enable commercial training. | 12/21/2015 12:07 PM |
| 7 | Consider adding at least one more of the most popular model, C172 and perhaps a twin. | 12/21/2015 8:08 AM |
| 8 | It needs to be modernized. | 12/21/2015 5:15 AM |
| 9 | Develop PAE with more options. Tailwheel and floatplane. Consider adding something with 6 seats after that. | 12/20/2015 10:32 PM |
| 10 | I think we need more smaller, simpler aircraft that would be less expensive per hour. It has never made sense to me that the C-150s were almost as expensive as a C-172, even though they burn less fuel. During the months of bad weather, VFR pilots do not need an IFR capable Cirrus or a twin. We just need something to keep current in. | 12/20/2015 9:37 PM |
| 11 | We are missing a twin. | 12/20/2015 9:13 PM |
| 12 | Lack of a PA28R Arrow. | 12/20/2015 10:08 AM |
| 13 | Almost, but need another small plane (Icon Amphib is potentially a good idea if it dials in), and a twin (may be cheap in marketplace). Building a kit plane is a great idea, especially if it works with Ace and insurance. | 12/20/2015 10:03 AM |

| | | |
|-----|--|--------------------|
| 114 | I think we need a better, more affordable Com/CFI trainer and a simple twin (Seminole, twin comanche, Apache, no turbo or known ice) I don't want to see anymore aircraft like the 210 to the fleet. It's too expensive for most of the membership to fly. If we don't add a twin, I would rather see two 172s added to the RNT fleet. | 12/10/2015 1:41 PM |
| 115 | Too many older aircraft in the fleet that will be difficult to upgrade to meet the 2020 ADS-B requirement. GPS navigation is the FAA future direction and all BEFA aircraft should be GPS equipped. | 12/10/2015 1:41 PM |
| 116 | Demand peaks fill don't allow much last minute flying and often the fleet is fully reserved. There should be more 182 class planes. | 12/10/2015 1:37 PM |
| 117 | Could really benefit from one more C172 (97PD like). | 12/10/2015 1:34 PM |
| 118 | Would like at least one more complex cross-country airplane. | 12/10/2015 1:21 PM |
| 119 | Great fleet. Wish list includes an RV or Glass air or 206 SUV type that allows us options for cross country. | 12/10/2015 1:18 PM |
| 120 | Its pretty good but I would prefer a focus on cross country travelers and higher performance aircraft with modern avionics. | 12/10/2015 1:17 PM |
| 121 | would like to see a low wing long range aircraft possibly twin engine. | 12/10/2015 1:15 PM |
| 122 | Would like a 152 or similar for local currency flights. A good cross country twin like a C310. | 12/10/2015 1:12 PM |

Q24 Comments/concerns/suggestions?

Answered: 80 Skipped: 128

| # | Responses | Date |
|----|---|---------------------|
| 1 | Yes, airframe and powerplant are critical but lets not forget that interiors also matter. | 12/22/2015 7:49 AM |
| 2 | I enjoyed to fly at BEFA PAE until September 2015. I appreciate all support I recive from Wes, Sandor Paulay, Oliver Meire. I couldn't find any instructor to fly with me from BEFA anymore. So I don't fly at BEFA right now. I am wishing to go back to fly with BEFA after I get my license. | 12/21/2015 6:41 PM |
| 3 | The BEFA team do a great job. | 12/21/2015 5:15 AM |
| 4 | It would be nice to be notified when a scheduled plane is unavailable due to a mechanical before one gets to the airport. At this point it seems to be a hit or miss proposition. When you drive 30 miles one way in traffic it matters. | 12/20/2015 10:25 PM |
| 5 | None at this time. | 12/20/2015 10:08 AM |
| 6 | Having my own plane, my BEFA hours are low, but I have a list of things the club can provide... --Instrument currency - --Complex/High performance (maybe twin?) rating --Tailwheel --Float --Backup for Lighthawk/Angel Flight missions -- bring back flying social events! | 12/20/2015 10:03 AM |
| 7 | Proud to be a member of such a great club | 12/20/2015 9:50 AM |
| 8 | Several times I have tried to book a plane and all are taken and always in mid day so with work it's very hard to fly so to schedule conflicts which is why I was so disappointed when the warrior was sold because it was always available and it was a great airplane and I wish we could aquire another one or something similar. | 12/20/2015 3:30 AM |
| 9 | Although liked flying 78440, never really liked the instrument panel layout (e.g. flap control). Would prefer more modern instrument panel layout and better strobe and beacon lighting, etc. | 12/20/2015 12:15 AM |
| 10 | PAE and RNT facilities should be of equal size and offer equal opportunities to fly various aircraft. Instructors should be abundant, not scarce. Paid employees should be equally invested in both facilities and respondent to all BEFA members concerns. If they are unable, unwilling or incapable then they should be replaced. | 12/19/2015 10:57 PM |
| 11 | I have been a member at BEFA for over 7 years now. All my flight training has been through BEFA, and the majority of my hours of been accrued at BEFA. Throughout this duration, seems the floatplane has been a major sore spot. I've lost two instructors alone due to politics around the floatplane. It worries that the floatplane was barely mentioned in this survey. Does that mean it no longer has a place in BEFA's long term fleet? I certainly hope not. As BEFA is building its fleet plan, I hope that it is also evaluating the offerings from the competition around Puget Sound. Today, right now, several local FBOs offer more modern 172s for rental at lower rates. This isn't even accounting for the monthly dues or share buy in. Sure, the other FBOs probably do not offer the same level of facilities, support, or that nifty Jepp subscription, but those added services are only worth so much. However, beyond trainer aircraft, BEFA has exceptional value, especially when it comes to the floatplane. I do not know of another place in the NW or even the nation where I can rent a floatplane without an instructor. That is a competitive advantage. And for such an expensive hobby, it is imperative to be competitive. That being said, I hope BEFA continues to keep a wide range of diversity in the fleet to maintain its competitive position. | 12/19/2015 10:47 PM |
| 12 | Twin Aircraft | 12/19/2015 9:56 PM |
| 13 | I know the question of a complex airplane at Paine Field has been brought up a bunch - I'm not sure how many hours a complex at Paine would need a month to worthwhile but for what it's worth I could see myself putting 3-4 hours a month on a complex up there, even in winter. I guess I'd like to hear from the board how realistic a chance there is of seeing a complex trainer up at PAE anytime in the near future. I also feel that the 150 should go, for the same reason (I've heard) that the warrior went - The 150 is primarily a private pilot trainer, and in the past the advantage of multiple 150's is that if one went down for MTC there was another one. The warrior didn't have that advantage, and my understanding from talking to a friend in the club is this is one reason the warrior is gone. It seems like the 150 would naturally suffer the same fate? With that being said - I love low wing airplanes, and I think a couple pipers would add some nice diversity to our fleet of Cessnas. Perhaps we would consider replacing 78440 and the 150 with two warriors - two rather than one bolsters each's utility as a PVT trainer (see my point above). | 12/19/2015 9:41 PM |
| 14 | There are very limited options and a lot of people (especially students) at PAE and not enough Airplanes, variety or instructors. As a student I've considered switching to an actual flight school to continue training due to the limited availability and lack of available instructors and checkride pilots. The Airplanes that are there are not bad but there are only 172's and there is always one if not 2 in maintenance for something. I think that if there were more airplanes and instructors at PAE it would be able to grow into a good operation. | 12/17/2015 11:03 AM |

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| 15 | It is nice that BEFA has a fair amount of diversity in the fleet. Not sure why would consider the ICON amphibian When for the last few years the float plane has been unavailable. When it has been available does not seem to be as much interest as I would have expected. | 12/16/2015 11:28 PM |
| 16 | The Temptation To Acquire A Single Airframe And Equipment Fleet Is Not Good. Airlines Maintain Single Type And Model Aircraft To Minimize Maintenance Cost, Crew Training and Route Configuration and End Up With A Bunch Of Airframe Monkeys Instead Of Pilots. | 12/16/2015 8:28 PM |
| 17 | In the very first question I was asked about how many hours I fly. I answered 50, which represents an average over the years. However I have not flown in the last couple of years because of family reasons. | 12/16/2015 2:36 PM |
| 18 | Would suggest replacing the float plane with one that has more useful load. | 12/16/2015 2:34 PM |
| 19 | The richness of experiencing a variety of aircraft types, technology levels, and capabilities is a core strength of our club. To deny our members this experience is to deny them the chance to enjoy the personalities of these airplanes and to be well rounded pilots --- it helps broaden their experience levels and elevate them from being just "pilots" to becoming "airmen". Configuring the fleet to a common airplane type/technology is to rob our members the opportunity to expand their experiences. | 12/15/2015 10:07 PM |
| 20 | Not sure if possible but consider trading up the float plane for a six cylinder like a 180. Our Float plane is a wonderful addition but has very limited payload capability | 12/15/2015 8:49 PM |
| 21 | I think you guys are doing a great job. 1 thing I would love to see is electronic billing for gosh sake! It's 2016 (just about.) Let's bring this club into the 21st century!!! ;) | 12/15/2015 5:08 PM |
| 22 | I believe using experimental aircraft can help bridge the gap between having both an affordable fleet and technically modern fleet. | 12/15/2015 10:20 AM |
| 23 | Wish I had known in advance that the Piper was leaving the fleet -- I would have liked to have flown a low wing airplane. When possible, advance notice of aircraft leaving the fleet would be nice. | 12/15/2015 8:20 AM |
| 24 | Glass is the future. Granted it more expensive but it tends to be cheaper to maintain. As we work on the fleet it would be nice to standardize the glass configurations to make switching between aircraft more familiar and safer. | 12/15/2015 8:00 AM |
| 25 | You need a twin | 12/15/2015 6:14 AM |
| 26 | BEFA has primarily been about flight training and although there is transparency, that has been up to the individual flight instructor as well as the BEFA introductory packet. I think the board should put together package deals for the different necessary licenses (private, IFR, commercial). Where students will save a little money on the airplane by committing to the X hours that BEFA decides is the average. But not pay ahead of time. | 12/15/2015 5:39 AM |
| 27 | Enjoy the organization! | 12/15/2015 12:42 AM |
| 28 | The survey did not include anything specific to the Redbird which is unfortunate. I was involved in giving input and missed this myself. That is unfortunate. This year I have flown about as many hours in Redbird as BEFA aircraft and have found the device very useful. Also the use of Ipad in the cockpit and the ability to use Bluetooth to communicate back and forth with Garman 650 (new this summer) is something that we need to consider. Our fleet and upgrade plans need to keep abreast of these trends. The Garman 650 has positioned us well and the new this summer capability to communicate with IPads is something we should get on our radar. | 12/14/2015 10:50 PM |
| 29 | Thanks for asking. | 12/14/2015 10:39 PM |
| 30 | Board doing an excellent job of balancing aircraft fleet vs. financial issues. I would like to see a sporty aircraft such as Glasair Sportsman 2+2, but realize more aircraft types in the fleet may increase probability of an accident. It is unfortunate that a GlasAir Sportsman 2+2 (used) typically costs more than a C-182 or 2 C-172SP (also used). If it were possible to rent planes dry, BEFA members could save ~5 percent because there would not be additional sales tax on the fuel. This is particularly significant on the complex aircraft. I would like to see the Bilaws modified so that children/grandchildren of members could take a limited number of introductory flying lessons without joining BEFA. What a great way to encourage young pilots! | 12/14/2015 10:35 PM |
| 31 | We need planes that bring the club together not just planes to churn out pilots. Cheap planes that can carry a large payload allows for more club members to enjoy trips together. The true heart of BEFA. | 12/14/2015 10:22 PM |
| 32 | Thanks for this survey and for considering the opinions of the membership. I think BEFA has a great mix of aircraft right now and does a good job of balancing the interests of student/licensed pilots. From my current perspective as a student pilot, I wish we had another low cost C172 N/P based in Renton with the G650 GPS. 78440 was good and cheap, but I much prefer 5344K. I also think an addition of a G1000 C172 would be a great addition in the future. Looking forward to getting my PPL in 2016 and continuing to fly! | 12/14/2015 9:47 PM |
| 33 | Wish there were a more efficient process for short overnight bookings - that doesn't require personal approval. Could we permit online booking for one night trips? | 12/14/2015 9:46 PM |

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| 34 | I am concerned that BEFA isn't as open and transparent with safety conversations as we could be. "Flying safe" is more than just a matter of proficiency, it's a matter of attitude from peers and on the flight line. We need to be encouraging people to share, in a broad and transparent way, when they had "near misses" (made decisions that almost didn't work out) so we can all learn from them. Merely examining when things actually "went wrong" isn't enough. | 12/14/2015 9:34 PM |
| 35 | Hi there, If you've gone through the information I've provided you then you already know that most of my time @ BEFA has been dedicated to gaining my instrument rating and being able to travel cross country when needed for business or pleasure. I would like to suggest a review of BEFA's "Cross Country" policy at some point. Most of my frustration has been with the hardship and time required to book the plane, especially with business travel when it is typically fairly last minute, and just outside of the allowed range. What I have seen, and perhaps BEFA has data that can confirm it, is that most of the time in the HP and Complex planes (especially 98743Y and the Cirrus) is either geared towards longer range travel, or building experience for long range travel. The range restriction of 200 miles is extremely frustrating on a plane that can cover that distance in just over an hr. Add to that the laborious process of filling out the required paperwork, providing deposit, (and if one is required it's 3.5 hours out of my day to drive in traffic to kmr and back just to leave a check for \$300. My monthly bill is typically over \$1K) and then waiting for approval. With my last approval request I waited over a week and a half, placed 3 phone calls, 2 emails, and asked in person when I dropped off the deposit for a different Cross Country. I finally got approval 3 hours after my requested time. I had already cancelled the trip. (None of this should reflect on either Wes or Diana, Wes was out for the week and Diana has always been helpful and supportive.) 200 miles just barely gets you to Spokane, Eugene, and Bend, but leaves Lewiston, Boise, Missoula, Roseburg, Klamath and a plethora of other day trip locations out of range. Most my travel is between here and S73. it takes 1:38 minutes to fly. it takes me 7.5 to 8 hours to drive. With the current process of Cross Country approval 8 times out of 10 I end up driving or not going at all. Additionally, many of these trips are quick trips to drop an associate, have a meeting or other "day trip" type activities. My proposal would be to lengthen the cross country distance restrictions on the faster, more capable vessels. Perhaps changing it to 350-400 miles in the faster planes and allowing for up to 24hrs of time without having to jump through a plethora of hoops would result in many more hrs logged in the faster planes. Or, for the business minded travelers allow for pre-approved destinations where perhaps there is still a preflight self-approval process to ensure currency of pilot and AD compliance with BEFA rules, but a pilot could decide on Tuesday night to make a quick round robin run to Boise or Klamath on Wednesday and providing the plane was available, actually be able to go. BEFA has provided me a great place to learn about flight. It has also provided great planes, facilities, and mentors. If the mission of BEFA is to promote flight and provide an economical and safe place to do so, then I believe it has been a great success and my hat is off to all the staff and the board for what they have accomplished. If adding additional flexibility in scheduling for pilots that have already logged a plethora of time, skills, and knowledge in the BEFA fleet could be added to that mission. This pilot would be grateful. Best Regards, Tim Acheson 808.652.6008 | 12/14/2015 7:28 PM |
| 36 | Need a dependable way to prevent aircraft from being fueled prior to a cross country reservation when more payload than fuel is needed. This should be able to be arranged remotely on the web or a quick phone call. I've had no luck calling proflight and/or the previous pilots. | 12/14/2015 1:43 PM |
| 37 | I also think we need a second C172S with the 2-axis autopilot, a la 97PD, in the Renton fleet. Just this past week I've had a student trying to prepare for his FAA instrument check ride in 97PD, and he has been very frustrated negotiating with other pilots trying to find time slots for practice flights and the final check ride. I think it would be a nice luxury to have a couple of Piper Warriors in the fleet, but if our past experience makes this hard to justify, and can't argue with that. | 12/14/2015 12:59 PM |
| 38 | I would like to be able to connect my iPad to ADS-B wx and traffic | 12/13/2015 6:20 AM |
| 39 | My flying has ups and downs with other commitments, so I don't get to fly as much as I'd like. When I do fly, I enjoy using my instrument rating along with complex/high performance aircraft. It maybe cost prohibitive, but a Bonanza with tip tanks would be a great addition along side the C182RGs. I flew two in Texas and absolutely loved flying them. That flying club (RFC Dallas) had one Piper, one Cardinal, and THREE Bonanzas. It's understandable that we need a fleet of 172 trainers, but once pilots get their private pilots license there should be a drive to fly faster and farther. I'm not seeing the BEFA bred pilots wanting to go any farther with their license or they possibly stop flying all together. I'll fly high wing and low wing, but some pilots I've talked with seem to think low wing is 'more fun'. A Bonanza is a blast to fly. | 12/12/2015 6:38 PM |
| 40 | The rental rates for the C172K/N/P models are identical, yet their capabilities are not; this benefits 5344K and is a disadvantage to 78440. The rental rates for these 4 aircraft should differentiate to reflect their capabilities. | 12/12/2015 4:07 PM |
| 41 | Something needs to be done with the planes at Paine Field that sit unused until mid afternoon. This raises the cost of all other airplanes in the fleet and makes airplane availability in Renton worse than it has to be. | 12/12/2015 2:22 PM |
| 42 | For now, booking the 150 has not been too difficult but I expect when the weather becomes more favorable and new members want to learn to fly it will be much more difficult. | 12/12/2015 1:57 PM |
| 43 | Simplify the training fleet with common airplanes. | 12/12/2015 1:27 PM |
| 44 | If it's possible, the complex airplane(C182RG or C172RG) is available in KPAE for the commercial pilot training. | 12/12/2015 4:54 AM |

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| 45 | Get more cheap 150s for training. Get another Warrior. Fix 78440, add a GTN650 at same rate as 5344K. Consider a small electric-powered trainer For variety I would love to learn a motor glider. | 12/11/2015 10:31 PM |
| 46 | I really like the avionics package in 2164Z, the ADS, and that 2164Z is a newer aircraft. I don't know about Cessna 150 usage but it seems that a cheap trainer is a good idea. | 12/11/2015 6:48 PM |
| 47 | It's great to have 4 seat capable airplanes to share the flying experience with more people, when weight and balance allows. It'd be great to have planes that can take 4 people. | 12/11/2015 5:34 PM |
| 48 | Keep the fleet a broad-base makeup to fit all varieties of income levels and interests, reflective of the stratified Boeing population and guests, and keep some portion of fleet in the "lower" end, simple aircraft market for pilots that want to experience the simplicity of flight without paying the higher cost that comes with complexity of the technology. | 12/11/2015 10:24 AM |
| 49 | Thanks for all you folks in leadership do for the rest of us. | 12/11/2015 10:10 AM |
| 50 | Any way to convert the SR-20 to tach charging? May improve usage. Does BEFA lease from private owners? I'm considering purchasing an aircraft and would consider leasing to BEFA. | 12/11/2015 7:32 AM |
| 51 | I would love to have other aircraft in the fleet, but as long as the rule remains that you have to be checked out in the various types (like back when we had the Piper, leading to few flight hours), it seems best to double down on the 172s... | 12/11/2015 1:42 AM |
| 52 | I think we should fix 78440, keep the 150 and hopefully get the CFI's to train in it, if folks can fit...it's less expensive. It's a bit squirrely but I trained in one, it gives you more confidence to fly anything bigger down the road. | 12/10/2015 10:08 PM |
| 53 | Overall BEFA is doing a great job of serving it's membership. Continue healthy cash flow for long term success. | 12/10/2015 9:57 PM |
| 54 | Take a look at www.sandel.com/avilon to see what will soon be available in the GA marketplace at an amazingly low price \$175K installed. | 12/10/2015 8:00 PM |
| 55 | I don't know that I can answer question 23. I feel the 172s at rnt in the summer get booked a lot, but I don't have any data as to how the 150does in comparison to the 182s. That is one aspect. I also don't know other members goals, however a goal I had when starting was to fly a variety of aircraft so to meet this goal ideally BEFA would get something different from the rest. However I understand this is selfish and can be costly depending on the expertise of ACE. Personally I would like to see a piper, Mooney or a kit plane to get an experience uniquely BEFA. | 12/10/2015 6:43 PM |
| 56 | I clicked no opinion on the 172's since I don't fly them. An Icon A5 would be amazing but they aren't very useful since they can barely carry 2 people with full tanks. Im a fan of the more complex aircraft since they are more useful in real world experience. | 12/10/2015 6:25 PM |
| 57 | I wish that more details were given, or made available, about such things as "the prop strike", unless perhaps a report was already given in a newsletter I might have overlooked? Things like what, where, how, and why? I know who & when just by checking the schedule, but it's the details and lessons I'm really after, as well as the mechanic's assessment... Why is it so catastrophic? But in general, I just wish the pilot of any incident would be required to report ALL these details back to the members in the newsletter as a requirement to maintain membership. Thank you | 12/10/2015 6:18 PM |
| 58 | I fly from PAE, at times it has been struggle to schedule an airplane for when I would like to fly. However, I've been on LOA and just came back and I'm not flying as much as I would like. My desire is to seek my tail wheel endorsement and it would be nice to have that option at PAE. Thanks for the opportunity to participate in the survey. | 12/10/2015 6:03 PM |
| 59 | I think the CFIs are essential in getting people in and keeping them flying. While I have found (the two I have worked with) the CFIs to be technically and skillfully impeccable, they have been at times off-putting in their haughtiness and apparent lack of encouragement. CFIs can tip the balance in what can be an intimidating process for a new pilot, I think you can keep a high level of professionalism and still be encouraging and welcoming. I also find some of the article in the newsletter to be alienating. On several occasions over the past few years there have been statements in the newsletter to the effect of "If you're unwilling to behave this way then you should look elsewhere to fly" and other statements that come across as scolding. While these statements may be true, it is unlikely to change the behavior of the people they were directed at and for everyone else it seems overly negative. | 12/10/2015 5:48 PM |
| 60 | I am new to BEFA and my biggest challenge has been finding instructors. Most instructors don't post their availability on FSP, so I spend an extraordinary amount of time finding someone. For example I recently called 7 CFI 's to get checked out in the c150 and had no success. When BEFA signs on a CFI I suggest they be required to post availability on FSP. | 12/10/2015 5:31 PM |
| 61 | I do think we already have a lot of great aircraft. I've got no problem flying the 172's (even older ones) but the interiors and paint on them are just so tired. I'm going to be excited for anything that is not a 172 that we add, especially if it has some decent useful load or is "cool". | 12/10/2015 5:23 PM |
| 62 | You guys are doing a great job in challenging circumstances. My suggestions are only to help make things better, not a knock to you guys. Keep up the good work! | 12/10/2015 3:53 PM |

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| 63 | It would be nice to have a method by which to request an airplane NOT be fully fueled before your flight, but with our fueling people racing to top off each airplane as soon as the prop stops spinning I'm not sure how this could be reliably implemented. I don't usually need 75 gallons to get to my destination, let alone round trip, and 100-200 extra pounds of payload can make all the difference on a camping or weekend trip with 4 people and bags. | 12/10/2015 3:49 PM |
| 64 | Consider adding a C-152 | 12/10/2015 3:39 PM |
| 65 | I believe 78440 requires its own checkout right now. If we equip it with a knots airspeed gauge, let's limit the model-specific checkout to a ground familiarization with flaps operation, at least for people already checked out in a carb heat-equipped airplane. I hear a lot of people grumble about BEFA's "separate checkout for everything" method, and this would be a good way to streamline one particular checkout. | 12/10/2015 3:10 PM |
| 66 | I think the addition of an older instrument capable Cessna 182 would be an upgrade to training in so much as complex propeller time and cross country rentals. | 12/10/2015 3:10 PM |
| 67 | I'd suggest changing the 150nm XC requirement to all of WA plus Portland area. 150 seems kinda arbitrary, a flight to KDEW or KAWL (assuming Mountain checked out) should be no big deal | 12/10/2015 3:04 PM |
| 68 | I completely understand the economic realities of modernizing the fleet, but my hope is that more basic airplanes are still kept available for those of us more interested in Day VFR flight. A fleet full of 172SPs will not necessarily allow me (personally) to fly more often. | 12/10/2015 3:03 PM |
| 69 | The Icon amphibian is an interesting option. Would the club consider another fast cross country aircraft? 68T is nice, but the lack of auto pilot is a negative. | 12/10/2015 3:00 PM |
| 70 | One of the best-managed clubs I have known. The officers & members need to pat each other on the back. I wondered what the current recruiting plan is for 2016 to increase membership, though. | 12/10/2015 2:52 PM |
| 71 | board members should not be allowed to leaseback to befa. it is a conflict of interest. | 12/10/2015 2:48 PM |
| 72 | This survey isn't going to be completely accurate as there isn't place for no opinion/not sure (q's 20-23), I would have put in an "other" option for q13 as I'd like to have a fixed gear 182 back. A 172RG might be a nice cheaper option for commercial students but probably doesn't have much practicality beyond that. for q20 I wouldn't be interested in an RV-12 so much, but that Icon amphibian could be awesome! (if that's even realistic) for Q21 I'd put no opinion as I personally have never flown a BEFA 150. So, I can't really say yes or no as I don't use it but its good for private students. | 12/10/2015 2:20 PM |
| 73 | Would be nice to have more social events that could also act as working parties.... similar to the Thursday night crew, but for other efforts. Happy Hour events in the pilot's lounge and other things of that nature would be welcomed. | 12/10/2015 2:09 PM |
| 74 | First, I would like to thank the board for the nice airplanes that are available to fly. The efforts they make to provide such well equipped planes is just great. THANK YOU! It is hard to imagine that 30 years ago most clubs or for that matter the flight schools had robust fleets that included twin engine and other high performance plane, but they have all gone away. I don't know how that type of enthusiasm will return to the flying and hope to fly community. I believe the cost of flying has been the big problem coupled with the liability issues. | 12/10/2015 2:07 PM |
| 75 | I would love to see the 172XP replaced with a C-180 with the Kenmore gross up kit so that the floatplane could handle a larger useful load. If that isn't possible, I could fully get on board with the idea of an Icon A-5 Amphib!! | 12/10/2015 1:56 PM |
| 76 | Since starting to fly in July of this year I have been monitoring the fleet use daily. It is very clear that the C172SP's are the favorite go to aircraft and we definitely need more of these. | 12/10/2015 1:55 PM |
| 77 | One suggestion I would like to make is regarding club accidents / incidents, such as prop strikes for instance. We as a club seem to handle these in secret, with little details filtering down to the membership. This is a mistake, in my opinion. We need to learn the details so these mistakes are not repeated. No need to mention names, but we should have access to the details. I remember one case where the member claimed a wind gust caused the airplane to veer off the runway, resulting in a prop strike. When I heard about the circumstances, I thought to myself "possible, but doubtful". The more likely cause was rudder pedal confusion. I think we missed a great learning opportunity. You get the idea. | 12/10/2015 1:54 PM |

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| 78 | <p>Considering the complete lack of options if we were to loose and engine on take off from RNT, the lake, a couple of parking lots if we are going south I think we should consider ballistic chutes or aircraft that climb fast enough that they could return to the field. Considering the high likely hood that the class III medical may be dispensed with, I do not think the value will hold up for light sport aircraft. There will be no advantage over a 5999 lb aircraft that will have the same privilege as the light sport as to medical requirements. BEFA, in turn, will have to face up to a change in their requirement for flying as pertains to the medical. I think it might be reasonable to consider this so we are ready. I also think it would be fun to plan a group fly to Oshkosh next summer. This would include practicing approaches on the Red Bird so everyone is comfortable with their procedures. Planning would look at best options to cross the rockies, planes what cities are best for overnight stops etc. A few local flyins would be in order to tune the group this might include the AOPA flying at Bremerton this summer or flying to the museums at Hood River or Hillsborough OR. I have been an "outsider" non Boeing employee for 10 years. I have flown about 500 hours in that time. I paid to fly all the various class of aircraft. That should qualify me for real membership. I am a CFI-I.</p> | 12/10/2015 1:46 PM |
| 79 | Thanks for asking! | 12/10/2015 1:41 PM |
| 80 | Would like complex cross country airplane based at PAE | 12/10/2015 1:21 PM |