

July, 2022

NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

840 W. Perimeter Rd. Renton, WA 98057 Office Ph: (425) 271-2332



Welcome New Members!

RNT Duaine Bailey PIII
RNT Garrett Hoppe PI
RNT Leonard Abbas PI
RNT Hsin "Luke" Pai PI
Both Stephanie Hayes Family
Both Darren Dresser PIII
Both Tudor Streza PI
PAE Denis Yang PI

New Ratings

Tim Todorov **IFR** Mallory
Simon Butler **Gold Checkout** Peterson
Benjamin West **PVT** Tomlinson

www.Befa.org





BEFA NEWS



PRESIDENT: BOB INGERSOLL



Once you have tasted flight,
you will forever walk the earth
with your eyes turned skyward,
for there you have been, and
there you will always long to
return.

-Leonardo da Vinci

VICE PRESIDENT: JOEL PURIFICATION

Hello all, Life is returning back to normal ops in 2022 – from the return of passenger traffic at SEATAC and long queues through TSA or even the unwelcome traffic jams appearing on the I-5 commute – the summer ahead looks encouraging. And another example of post-pandemic emergence is the return of Family Day at Boeing after a three-year pause.

Both Everett and Renton sites will be opening their factory doors to friends and family, and BEFA has been asked to participate with static display of our planes and information booth(s). This is a prime opportunity to introduce Boeing employees and their families to our flying club – and that we're the best place for them to invest their new \$10,000 flight training benefit.

Contact Diana, Jordan, or me to sign up to volunteer. Casey Johnson is the focal for the Boeing Everett activities.

- August 5 (Friday) – Everett Delivery Center Car Show. We're aiming to put a couple of BEFA planes out for display with the classic cars.
- August 20 (Sunday) – Everett Family Day. We'll staff a booth with volunteers and send over a couple of planes.
- September 18 (Sunday) – Renton Family Day. TBD on how we can support.

Secretary: Aaron Balog

The Decathlon is finally airworthy again and ready for those of us that want to fly aerobatics! The Decathlon is going to allow us to have some capabilities that the Citabria did not offer and it is a great upgrade to the fleet. The aircraft is still somewhat limited in useful load (~500 lbs.) and because of that, the board has added Cecelia Aragon as a Service Member CFI to teach aerobatics. This will allow members to fly aerobatics that weighs up to approximately 225 pounds and legally fly the aircraft in the acrobatic category. Once we get the new aluminum landing gear our normal category useful load will increase to about 650 lbs. and this will open up the aircraft to almost anyone that wants to fly the aircraft non-acrobatically.

Matt Smith has graciously offered to hold an aerobatics seminar on Saturday, July 16th at 9 a.m. Anyone that is interested should sign up. The final aerobatic competition for Washington State is the Apple Turnover on September 9th and 10th and it would be great if BEFA was able to send over a couple of members in the Decathlon.



Safety Officer: Bob Guthrie

Good news for the PAE fliers, CFII Steve Kamnetz is back in town, Get on his schedule quick because you know he hides from our fall rain, and also for you RNT fliers, Gokay Taskin is also available. Cross-country flying weather has finally arrived and we had a successful month of flying with no accidents or incidents to report, *Whenever I am involved in your flying activity, the first thing on my list to do is look at your student/pilot record folder, and that is not always easy for you PAE fliers, Please, when you send in a cross country form, also send a copy of your pilot record form to the office.

Enjoy the season & fly safely.



Operations Officer: Mikel Moore sitting in for Matt Smith

513MM Alaskan Bushwheel 26" Heavy Treads

Maintenance schedules never seem to go as planned, but we are happy to announce that N513MM is back online after a fresh annual and final cosmetic repairs after the April 2021 prop strike. During the annual, Alaskan Bushwheel 26" Heavy Treads were installed! These tires provide a safer design for everyday use and advance the aircraft's capability for backcountry training. Due diligence in preflight preparation and staying proficient are characteristics of any good aviator. Training for upgrades and refreshing our skills will result in a positive experience for all cub pilots. With that in mind, details of our most recent upgrade and the operational implications of this upgrade can be found below:

Preflight of Tires:

- These tires can be used in a range of 8-20 PSI. We are going to start with 15 +/-3 PSI as recommended by both the TacAero maintenance team and pilots during conversations after our annual was completed. The lower we run the tire pressures, the more capable they are in the backcountry environments. The higher we run them, the longer they will last on the pavement. Because we live on the pavement at KRNT, I would like us to continue at 15 +/-3 PSI to test and decide if this is the range we want to keep. I am open to feedback from all of you.
- Valve stems are integral to the tire sidewall and do not interface with the hubs. We no longer have to worry about the valve stems staying perpendicular or shearing on the hubs. Because we do not have to check the valve stems on every preflight and the cotter-pin was in place after maintenance, we felt it was acceptable to put the hubcaps on to keep dirt and debris out of the hubcaps. During routine maintenance, we will remove the hubcaps and inspect the cotter pins.
- These tires do not have the same wear indicators as the Goodyear tires. We will know these tires are no longer safe to fly when we see a cord. As a maintenance note, tires will be periodically rotated to ensure an even wear pattern.
- As mentioned above, these are Alaskan Bushwheel 26" heavy tread tires (if you want to research further). The diameter is a true 26" as compared to the Goodyear 26" tires, which are closer to approximately 23" (both unmounted tire measurements). This means the airplane now sits about 1.5" taller, all other variables aside (tire pressure, aircraft weight, etc.). This change in the radius will be noticed in the sight picture and can be felt when stepping on the tire to pour fuel back in after sampling and while checking the VGs on the leading edge.

Ground Handling:

The heavy tread will wear better on pavement than the normal Alaskan Bushwheels, however, the following ground handling procedures must be considered:

- Turning on the ground with the tow bar: both tires must be rolling at all times. Tight turns even with the tow bar will result in excess wear on the tires (which can be seen as a circular pattern on the tire on the turn spot). Make sure to check both tires to see rolling movement.
- Taxiing: When at all possible (unless in a very confined space) the aircraft should be moved under power with both tires rolling. Once again if a brake locks one of the tires, excess wear will result. Please make sure not to power-turn the aircraft on one tire (in the runup box or front of the hangar, for example) --large radius turns are key where space allows. We want this habit to be carried over to other environments.

Grass and Overall Operations:

- Grass operations not only prolong the life of the tires but allow us to see students' development of directional stability during landings in a less risky environment. The grab on the pavement with lower pressures in these tires with an increased contact patch is something we all need to be aware of.
- For overall operations: Limit touch and goes and repeated pavement operations as much as possible. The reasons go along with why we want everyone on grass as much as possible, especially in the summer when we have more grass options to choose from.
- Preferred Operation: Full stop landing and taxi back on the grass, or full stop and go when safe. We understand the soggy spring this year and the operational limitations of our local training environment. Please use good judgment to make safe decisions for your flight mission and the airplane. After flying home from the annual, Adam and I went to WA84 to practice on the grass with the new tires. We flew a low approach over the runway to determine if the field was safe to land on. We saw more water on the grass and both sides of the landing area than we had ever seen before. We decided our best option was to fly west to S50 for full-stop taxi backs instead. Of course, this was not preferred with brand new Alaskan Bushwheels, but it was safe and appropriate for our training mission that day.

Wheel Landings:

- Training Philosophy: This airplane is designed to fly slowly. Wheel landings are an advanced maneuver that should only be flown once the pilot can safely land the aircraft in the 3-point position considering a variety of runway environments and wind conditions. Wheel landings should be one of the final maneuvers taught and flown by the student before the tailwheel endorsement. The FAR does require us to teach wheel landings. We want pilots to feel comfortable and confident with wheel landings, but view 3-point landings as the go-to landing for 99% of scenarios in the cub.
- Max speed 70 MPH: Slower speeds equal less grab and less momentum if the landing is not directionally stable. Slower landings are always our friend in this airplane. 70 MPH is the maximum speed rating, on the side of the tire. For wheel landings, we should be well below and closer to 60 MPH (again, conditions allow for safe operations i.e. crosswinds). Our testing suggests that 60 MPH with full flaps and 1400 RPM over the runway works quite well.

We will pass this information along to all cub pilots, both new and recurring 6-month checks. We will do our best to cover this thoroughly in the checklist and quiz. Regarding the quiz and checklist, we will keep the Goodyear 26" versions as well in case we decide to go back to those tires, perhaps in the winter if we find they wear noticeably better on the pavement (when the grass is in our area is less of an option).

Please let me know if you have any further questions or feedback. Matt Smith, Adam Tomlinson, and I are trained on the new tires and ready to teach! We look forward to flying with all of you soon!

Here's to a great summer of tailwheel flying,

-Mikel



Operations Manager: Wes McKechnie



BEFA RULES OF OPERATIONS... "I DIDN'T KNOW THAT!!"

BEFA Members must read and understand the BEFA Rules of Operations, (truncated to the "ROPs"), the governing codes that we operate under. We indeed are different. BEFA is set up uniquely, not as a normal "Flying Club", "FBO" or "Flight School", though we contain many of those functions. We are insured as was described by our Broker as a type of "Flight Department/Flying Association" in the insurance domain. One impact of this is how we are insured and the amount we are insured for. Expectations of how we conduct the operations and our culture, from our insurance company/underwriters, as well as our BEFA Association, and the Boeing Company is that we are a more professional operation with higher expectations, and adherence to our ROP's are very important. The insurance underwriters review our ROPs each year before bid, and between market conditions, loss record, safety mitigation, pro-active safety programs, ROP's contents, and current structure at the time of Annual Renewal, determine the bids we get on our next coverage period. Insurance governs aviation as much if not more than the FAA does these days! The expectations are that we, meaning you the pilot, will perform within those ROP's specs. So, it is imperative that you be familiar with and operate under our "Ops Specs" as well as FAA CFRs. Just like the CFR's of course, we can't remember all of them and we all forget some details from time to time, so the expectations are that if you do not know one of them, you know how to access them to find the guidance just as a DPE or an FAA POI would expect you to accurately access and interpret the CFR's. If it doesn't make sense then contact one of us to help guide you on the action you're contemplating. This is a Pilot in Command action. We'll highlight a rule in each newsletter to keep this in the forefront of your mind and refresh your thinking along these lines before you choose to perform a questionable action.

We'll start today with BEFA ROP 19.12 in this issue. BEFA's "FORMATION FLIGHT" rule, which is one of the more clear-cut Operation Rules we have, reads as follows:

19.12 FORMATION FLYING

Formation flying Formation flying is when two or more aircraft are traveling and maneuvering together in a disciplined, synchronized, predetermined manner. When aircraft are in coordination, within 2,000 feet laterally, and 500 feet vertically of each other, they will be considered a formation. All formation flights in BEFA aircraft need the advance written approval of the Safety Officer or the Operations Officer.

Formation flying, which is extremely risky unless done by specifically trained pilots is not allowed unless cleared by BEFA Safety and Operations.

Another word about the BEFA ROPs, like the FAA CFRs, just because a rule is not in place for every activity or circumstance does not mean you can say, but it's not in the "BEFA ROPs", so I'll do it., and expect no possible repercussion's. At the end of the day, it's always the PIC's actions determining; "was this action reasonably safe, responsible and consistent with good airmanship," that could determine fault. And that's what the BEFA Safety Inquiry, or the elevated BEFA Safety Board many times need to determine. The endpoint is, if in doubt, please ask.

Asst. Operations Manager: Jordan Ming

Redbird Update

The start-up and shut down procedures for the Redbird have changed please review the new checklist located in the simulator.

GRIEVANCES

6/10 2711R tiedown left off, chock left off
6/11 9537Q tiedown ropes were left loose



Checkout our New Swag!

BEFA Marketplace

BEFA old T-Shirt (only size S/M).....	\$16
BEFA NEW T-Shirt (size: S-XL).....	\$18
BEFA Hat.....	\$15
BEFA Lanyard.....	\$1
BEFA Coffee Cup.....	\$5
BEFA Copper Vacuum Insulated Bottle – 17 oz...	\$18
1.5"x1.5" White BEFA Sticker	\$1
3"x3" Blue BEFA Sticker.....	\$2
5" x 5" Car Window Decal.....	\$6

BEFA Welcomes
Office Assistant Duc Nguyen
to the team! Come say Hi to
him on Saturdays!

One-G Update

To all One-G Users, Instructors and Interested Members:

As with all new things, there are a few kinks to work out. Thankfully the team at One-G has been supportive and quick to respond! One-G's lead engineer has logged in to the sim remotely on many occasions to fix bugs and provide updates, and even once came all the way to BEFA for an on-site tuning. We could not be more appreciative!

Recently the one-G simulator went through a major software update, and has been tested by BEFA CFIs resulting in a happy group of students and instructors. Here is a summary of some of the updates:

Features pertaining to all:

Tachometer correctly shows the green arc for a 172S model

GTN650 emulation flight plan feature now allows users to "insert before" and "insert after" once an initial flight plan has been created

Trim values have been adjusted to not be as sensitive as when the device was originally acquired for BEFA

Features pertaining to IFR users:

GPS consistently sequences to the missed approach point after hitting the MAP

Transmit or "TX" now appears when the PTT is engaged on Comm 1. This helps users be sure their communication is going through the device while using the live ATC (Pilot Edge) during IFR training flights.

Additionally the software team at one-g is working on:

IFR GPS Approaches will have WAAS - meaning GPS approaches can be flown down to LNAV+V minimums

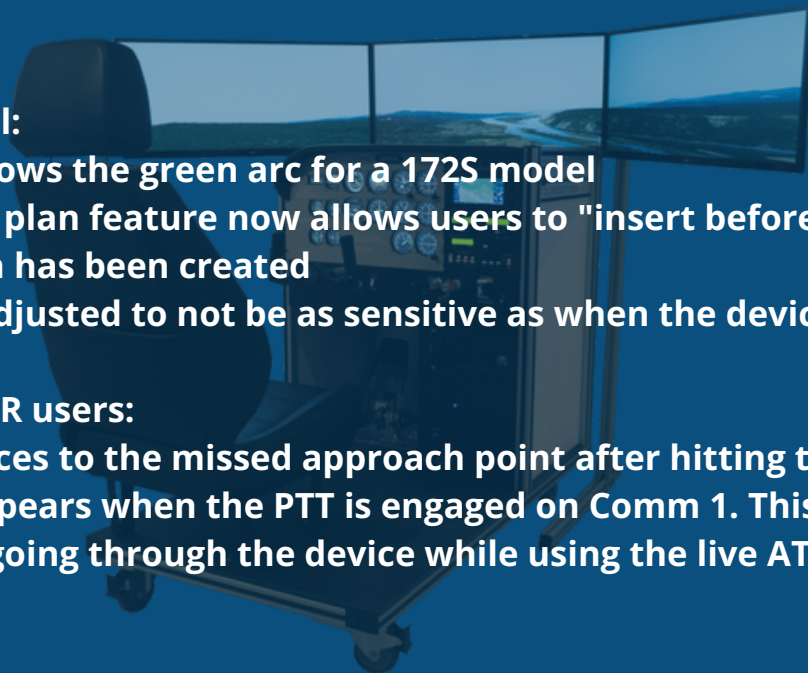
Safe taxi diagrams to benefit all users creating positive transfer of learning between the simulator and the airplane for runway incursion avoidance practices

GTN650 flight plan airway loading for simulating cross-country IFR flights

We appreciate all feedback from both BEFA instructors and students. Your feedback helps everyone at BEFA. We are grateful for all of Charlie Mallory's testing and feedback when we first brought the sim online. It helped improve the device tremendously (many of the updates were a direct result of his input). So if you have anything you would like to see added and/or addressed, please feel free to pass along your feedback to Mikel Moore or Josh Swanson (or you can always make a note in FSP).

Thank you,

Your BEFA one-g implementation team, Mikel Moore and Josh Swanson



BEFA Volunteers

Kudos to Our Volunteers!

- Thank you to Kat McCoy, Kim Howitt, & Mikel Moore for cleaning the upstairs classroom!
- Special thank you to Kat McCoy for updating the G'5 software in 97PD.
- Skip Sethmann for the lawn manicure.
- Duaine Bailey for donating office supplies.
- Bob Guthrie/Matt Smith for moving planes.
- Harium Martin-Morris for trouble-shooting BEFA computer issues.
- Ray Pedrizetti for coming in on off-BEFA Crew day to repair 735LH
- Mike Kiliz for painting the parking lot stripes
- Matt Ryan for emptying the garbage cans located on the tarmac.
- Matt Gianni for donating pilot supplies
- Kai Wang for dropping supplies and documents off at BEFA PAE Maintenance
- The BEFA CFI's who pitched in to keep things running while the Staff was out of town!



DART Recap



A BIG Thank You to all of the volunteers who helped on the 18th. The weather certainly put a damper on things, but we learned a lot that we will put into play next time! We managed to move about 6000lbs of some of the biggest potatoes, carrots and onions I have ever seen! The onions were fragrant enough to make some pilots teary eyed while flying, but everyone had a great time planning and supporting a worthy cause. Well done! Would you like a tissue?



BEFA News



**Congrats to Kyle DeGonge
on his first solo flight!**

**Congrats to Simon Butler the
newest member to pass the
BEFA Gold checkout!**



**Bethanie Silrus
on her first solo flight!**



**Congrats Ben West on
your PPL!**

EXPERIENCE

*The World
of Flight*

BEFA PRIVATE PILOT GROUND SCHOOL
FALL 2022



Learn about...

- Aerodynamics
- Weather
- Navigation
- Airport/airspace operations, Communications
- FAA regulations
- Prepare for the Private Pilot written test

Boeing Employees check with
LTP for course Vouchers

**FOR MORE INFORMATION CALL:
HARLAN ZENTNER-BEFA GROUND
INSTRUCTOR (206) 660-8319**

**Starts: Sept 6-Nov 10
Tuesdays & Thursdays
Mornings
10:00AM-1:00PM
Evenings
5:00PM-8:00PM**

Classes held on Zoom

\$599 (INCLUDES ALL SUPPLIES)



Renton Technical College

**REGISTER
TODAY!**

(425) 235-2352 EXT. 5528



FLOAT PLANE MEET-UP

This meet-up we will launch the plane and practice moving it around the dock some more and go over the new BEFA Float Plane Handbook before publishing.

A few BEFA Members might have a chance for a quick intro /city tour flight.

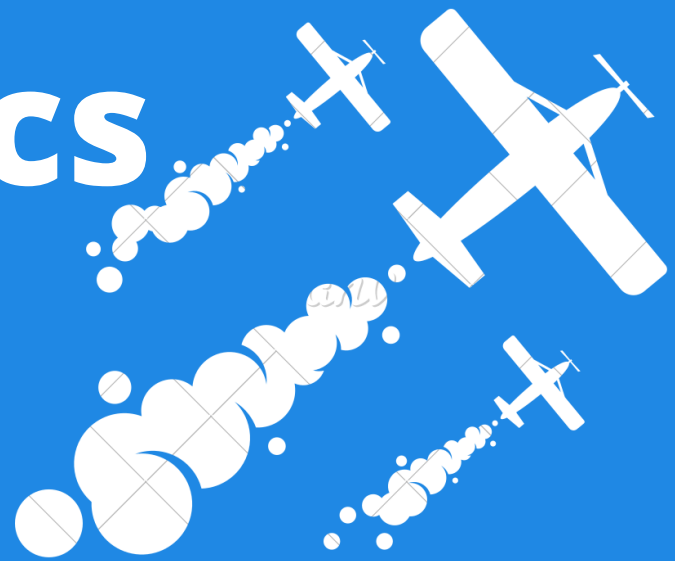
Please RSVP for Lunch! asst.operations@befa.org

If you don't find everyone at the hangar, we are down at the float ramp.

Saturday the 16th of July
5-8 PM



Aerobatics Seminar



Presented by: Matt Smith

Saturday, July 16th at 9:00 a.m.

Learn about: BEFA's New Plane 93WE & Basic Aerobatics/Competitive Aerobatics

*You're
Invited!*

Special Event to be held
in the BEFA Hangar.

Please RSVP
with Jordan Ming
to sign-up for this event.





Aircraft Rates



Boeing Employees' Flying Association (BEFA)

Rates for: Jul-2022

Airplane	Make/Model	FAA Equipment Codes	Year	Useable Fuel (gals.)	Color(s)	Hourly Rate
N704RY	C150 (M)	/U VFR	1977	22.5	Blu/Wht	\$ 133.41
N78440	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 161.47
N739BT	C172 (N)	/G IFR	1978	40	Red/Blu/Wht	\$ 161.47
N737WS	C172 (N)	/G IFR	1977	50	Blu/Wht	\$ 161.47
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 186.61
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 161.47
N435SP	C172 (SP)	/G IFR	1999	53	Blu/Yel/Wht	\$ 186.61
N97PD	C172 (SP)	/G IFR	2000	53	Blu/Yel/Wht	\$ 186.61
N9537Q++	C172 (R/SP)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 186.61
N2711R	C172 (SP)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 186.61
N513MM (1)	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 247.00
N735LH	C182 (Q)	/G IFR	1977	75	Red/Blu/Wht	\$ 238.88
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 249.78
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 226.60
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 215.52
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 310.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 196.15
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 298.82
N758NF	R172K XP-II (Float)	/G IFR	1979	68	Wht/Red/Blue	\$ 211.64
REDBIRD	Redbird FMX Sim-M	/G IFR	2011	N/A	Wht/Red	\$ 51.00
REDBIRD	Redbird FMX Sim-NM	/G IFR	2011	N/A	Wht/Red	\$ 86.00
241GX	one-G Foundation Sim-M	/G IFR	2121	N/A	Black	\$ 52.50
241GX	one-G Foundation Sim-NM	/G IFR	2121	N/A	Black	\$ 70.00

All aircraft hourly rates include monthly adjusted fuel rate.

++ R model, but equivalent to SP model after STC mod

Abbreviation: M for Members, NM for Nonmembers

(1) Billed via HOBBS time

Equipment Codes: /G (GPS & Mode C transponder)

*Plus cost for oxygen, if used

/U (No DME & a Mode C transponder)



BEFA INFO

OFFICERS

President: Bob Ingersoll

Vice President: Joel Purificacion

Operations Officer: Matt Smith

Safety Officer: Bob Guthrie

Treasurer: Harium Martin- Morris

Secretary: Aaron Balog



SOCIAL MEDIA



@BEFA.Washington



@befa.washington



@BEFA_Washington

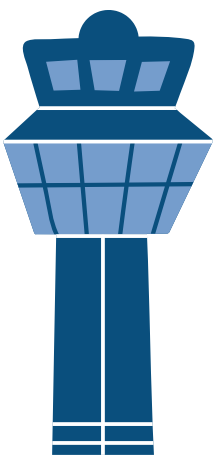
PAE CONTACTS

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

BEFA Aircraft MX Issues

Contact in the order of:

1. Ops Mgr., Wes McKechnie ofc (425) 271-2332
2. Asst. Ops Mgr., Jordan Ming cell (936) 203-0066
3. Emergency/Semi-Emergency txt (206) 384-9680
4. Ops Officer, Matt Smith
5. Any Board Member
6. Ace Aviation





STAFF CONTACT INFO

Ops Manager: Wes McKechnie

Operations@befa.org

Asst. Ops Manager: Jordan Ming

Asst.operations@befa.org

Office Manager: Diana Cassity

Office@befa.org

Accountant: Millicent Rhoades

Accounting@befa.org