

August, 2022

NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



New Ratings

Jason Wilbur SES Peterson

Matt Ryan PVT Moore

Kat McCoy PVT Moore

Kyle Degonge PVT Jones

First Solo's

Tatum Robertson 07/04 Moore

Leonard Abbas 07/31 Moore

Welcome New Members!

Ian Lewis PAE Family I

Preat Kansal PAE PI

Krzysztof Bednarek PAE PI

Daniel Serna RNT PI

Tristan Hanson Both PI

Brett Sutton RNT PI

Shanying Zeng RNT PI



www.Befa.org



BEFA NEWS

PRESIDENT: BOB INGERSOLL

Your Board met on July 21st. I want to note that our membership is growing with the Boeing incentives going into effect, we have a lot of new members and ground school participants. Also, it is good to see that Boeing Family Days are returning and BEFA will have ramp displays at these events.

The Board has confirmed our election committee for 2022. The open positions are President, Operations, and Secretary. The committee will be looking for prospective eligible candidates and if you are interested you can contact Steve Beardslee.

It is going to be an exciting weekend with the Blue Angels returning to Seattle. They have been gone for three years and with their return will be TFRs at RNT.



VICE PRESIDENT: JOEL PURIFICATION

Hey everyone. There's a famous quote, "It's always good to learn from your own mistakes, but smart pilots learn from everyone else's mistakes." You simply don't have enough time, money, or lives to learn from your own mistakes – in aviation. Well after being a BEFA member for the past 14 years, I am excited (and embarrassed) to share a mistake of mine with the members!

Since I've completed all my single-engine ratings from Renton, the procedure of pulling out/pushing in the aircraft into its tiedown spot is well drilled into me. It is a logical rule where parking is tight in the alleys and the planes are butted up close to each other.

When I switched to Paine for the majority of my flying, I noted that the *new* post-hangar parking spot for our fleet is at a 45-degree angle from the taxiways/hangars. This makes for easy head-in parking/chain-up for some of our planes. In addition, our neighbors at ATP who operate the twin Seminoles power in and out of their spots.

Not thinking much of it, I planned to pull into the parking spot at the end of the row. Approaching the spot from the north is an easy, right 45-degree turn. However, when coming from the south, it requires a left 135-degree turn. As the fault chain would have it, upon taxiing in under severe clear weather after taking the kids for scoops at Orcas for International Ice Cream day, the northern approach to parking was blocked by a fuel truck. And the alley was blocked by an ATP Cessna doing something. So, I reverted to approaching the spot from the south.

As bad luck would have it, I focused too much on making the big left turn and inadvertently made contact with the right wingtip into a hangar door. To quote the words of Wes, "That's why we push into the parking spots!" Well heck, I agreed with him and said I followed this procedure on the earlier leg at KORS. The expensive lesson I learned is to always be aware of your airplane and surroundings... and stick to what your BEFA instructors have taught you – there's a good reason for it!

OPERATIONS OFFICER: MATT SMITH

Operations reports:

1.) The engine break-in is complete for the Decathlon, and we've begun instruction in it. 2.) Since the Decathlon is weight limited, we've brought in a Service Member instructor, Cecilia Aragon, to help teach emergency maneuver training (EMT) and aerobatics. Cecilia weighs in at 100 pounds, giving flexibility for more weight-challenged pilots. In addition, Cecilia brings incredible aerobatic credentials. She was a member of the US National team and ran an aerobatic flight school of her own in California. Note that she is not doing tailwheel training, only EMT and aerobatics. She will be a wonderful addition to our CFI list. 3.) The new tires on the Cub (N513MM), as discussed in last month's newsletter, are working out well. With a little training and attention by pilots, they seem to be holding up fine. 4.) After much gnashing of teeth, the ADSB-out issues with N737WS seem to be finally resolved. There was a wiring issue with the installation. Regal was able to track down the error and correct it.

Operations commentary:

I was privileged to be able to teach a high school summer school session at Raisbeck Aviation High School for a private pilot ground school. The class was run by the Museum of Flight. The attendees were from all over Puget Sound ranging from rising ninth to twelfth graders who want to be pilots. There were over one hundred highly-motivated students.

As is usually the case I learned at least as much, if not more, than I was able to teach. It's one of the side benefits of instruction. One of the sessions I taught was aeronautical decision making (ADM), including a section on the five hazardous attitudes. As BEFA Safety Officer and Operations Officer over the years, I have encountered pilots running afoul of them more times than I can count. I've had my own run-in with them. The attitudes are very real.

That said, imagine attempting to tell a bunch of high school students they shouldn't be "Anti-Authority", "Impulsive", or "Invulnerable". It just doesn't work. At that age, these traits are in their DNA. As I wrestled with how to convey the information and make it pertinent to their lives, I came to the realization the more general message wasn't to avoid the attitudes but to embrace them and be highly cognizant they exist. At the risk of sounding heretical, there are times when being "Anti-Authority", or "Impulsive" is actually the right thing to do. For children, it's part of growing up. The critical message is to recognize when one is wandering into "hazardous" territory and bring to bear the "antidotes" in order to understand whether the action(s) will yield an undesirable result. At that point, you can at least make a decision about whether you're willing to live with the consequences. I found that to be a far more logical presentation, and much easier to generate table exercises for them to apply, rather than a dry powerpoint diatribe on the subject. After the initial lesson, there were a couple of classroom incidents where I was able to stop and ask the students which of the attitudes were being exhibited. I was pleasantly surprised when individuals were able to tell me the correct answers, indicating they grasped the topic, even if they weren't yet willing to apply the lesson. I believe they will eventually figure it out.....hope springs eternal.

I'm sure you're asking....Why the discussion? This was something of an epiphany for me. If I can get high school students to at least stop for a minute (okay, maybe a second) before doing something "Anti-authority" or "Impulsive", then maybe it can become an operational philosophy that is also applicable to us as adults.....Think, then act....what a concept. We'll talk again next month. Until then, "operate" as if your life depends on it because you just never know.

BOB GUTHRIE: SAFETY OFFICER

We just had our first incident of the year, wing tip damage, you will read about it in another article.

Just a friendly reminder for those of you who fly to FHR for lunch, the tie-downs are there but there are no ropes or chocks,

On the instructor front, we have added Gokay Taskin to the active list. I know there are at least two PAE instructors looking for students, Sandor Paulay, and Steve Kamnetz, and several at RNT looking, including Gokay and Julia.

OPERATIONS MANAGER: WES MCKECHNIE

GRIEVANCES

- 7/2 735LH pitot tube cover and gust lock left off
- 7/12 9537Q both tires were “skinned”, the left one was flattened to the chord requiring a new tire.
Not reported by the offending pilot.

CONGRATULATIONS JIM KRECEK

BEFA member Jim Krecek has received notice of acceptance into the U.S. Air Force Pilot Training.

POST AND PRE-FLIGHTING TIRES

Please let us know when you “skin” an aircraft tire and the chord is showing, which grounds the plane. This happens from either holding brakes on landing or aggressively pressing on the brakes prior to a slower safe airspeed. It frequently occurs practicing short field landings or trying to make a particular exit while going too fast. This causes the wheel(s) to lock up, and the rubber to peel from the abrasion with the runway and can also occur from a poorly executed crosswind landing. The R-182’s retractable have undersized tires and this is very easy to do, and you may not notice it at the time. It’s a poor design on these otherwise great models as the tires are really a little too small for the load. However, on C-172’s, it should be fairly evident when it occurs to you, but if super task saturated you may not notice it. But part of a minimal post flight is to look at the airframe and see if signs of abnormal oil amount are evident and then check the tires to see if you “skinned” them and note if any chord is showing. Please report it if so. If this is not done and just walked away from, the next pilot will discover it on their preflight and the plane will be grounded making her/his trip to the airport for nothing. Not only will they be inconvenienced, but subsequent pilots of CFI’s and students that have reserved it may be bumped as well while waiting for Maintenance to change the tire/tube out.

AUGUST 2022



SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4 Crew night @ 4pm	5 Everett Delivery Center Car Show	6
7	8	9	10	11 Crew night @ 4pm	12	13
14	15	16	17	18	19	20
21 Everett Family Day	22	23	24	25	26	27 RNT Bath & BBQ!
28	29	30	31			

Summer BEFA Activities

- August 5 (Friday) – Everett Delivery Center Car Show. We're aiming to put 739BT display with the classic cars.
- August 21 (Sunday) – Everett Family Day. We'll staff a booth with volunteers and send over a couple of planes.
- August 27th Renton Bath & BBQ: 9 am-2pm
- September 18 (Sunday) – Renton Family Day. We'll staff a booth, but they currently don't want any more planes on their ramp (too many 737s)
- No Boeing Field Family Day event this year
- New Paine Hangar BBQ (Middle-late August)

BEFA News



Congrats to Leonard Abbas for his first solo flight!



BEFA Photo Gallery



**PLANET
BEFA**

Answer: San Jaun Islands



LET'S GET OUR FLEET CLEAN!

BUBBLES, BBQ, AND PLANES

THE ANNUAL BEFA BATH & BBQ!

AUGUST 27 | 9 AM - 2 PM
RENTON BEFA LOCATION



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

BEFA Private Pilot Ground School FALL 2022



Renton Municipal Airport



840 West Perimeter Rd
Renton, WA 98057

MORNING & EVENING CLASSES

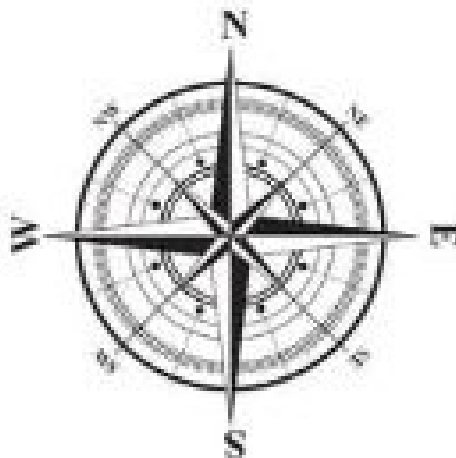
Sept. 6- November 10

Classes are Zoom at this time

TUESDAYS & THURSDAYS

10:00AM-1:00PM

4:00PM-7:00PM



Ground Instructor: Oscar Naimi
(425) 280-4618

Learn about...

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

\$599 INCLUDES ALL SUPPLIES

Register with:

(ECC)Everett Community College
(425) 267-0150 or learn@everettcc.edu

Aircraft Rates

Boeing Employees' Flying Association (BEFA)

Rates for: Aug-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	\$ 131.49
N78440	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 158.75
N739BT	C172 (N)	/G IFR	1978	40	Red/Blu/Wht	\$ 158.75
N737WS	C172 (N)	/G IFR	1977	50	Blu/Wht	\$ 158.75
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 183.41
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 158.75
N435SP	C172 (SP)	/G IFR	1999	53	Blu/Yel/Wht	\$ 183.41
N97PD	C172 (SP)	/G IFR	2000	53	Blu/Yel/Wht	\$ 183.41
N9537Q++	C172 (R/SP)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 183.41
N2711R	C172 (SP)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 183.41
N513MM (1)	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 242.20
N735LH	C182 (Q)	/G IFR	1977	75	Red/Blu/Wht	\$ 211.24
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 245.27
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 222.76
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 212.32
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 310.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 192.79
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 292.84
N758NF	R172K XP-II (Float)	/G IFR	1979	68	Wht/Red/Blue	\$ 208.76
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

(1) Billed via HOBBS time

*Plus cost for oxygen, if used

Abbreviation: M for Members, NM for Nonmembers

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

/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

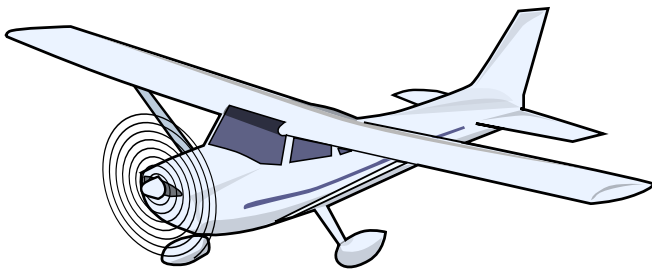
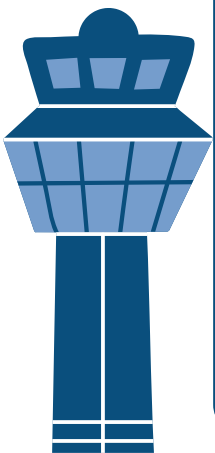
PAE CONTACTS

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

STAFF

Ops Manager: Wes McKechnie

Operations@befa.org

Asst. Ops Manager: Jordan Ming

Asst.operations@befa.org

Office Manager: Diana Cassity

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Accounting@befa.org