

September, 2022

NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



*Fuel stop at S27
Kalispell, MT*

Welcome New Members!

Lin Rosenfield	PI	Both
Jaber Hussaini	PI	RNT
Johnny Wong	PI	RNT
Zain Hussain	PI	RNT
Emmanuel Ezema	PI	RNT
Alex Steahr	PII	Both
Nathan Watje	PI	RNT
John R. David	PIII	RNT
Bryson Viehweg	PI	PAE
Fernando Trujillo	PIII	RNT
Zane Coble Family	I	RNT
George Liang	PI	Both
Marcus Monroe	PII	PAE
Stephenson Antoine	PI	RNT
Maryam Rose Bahadori	II	RNT
Elan Mizhiritsky	PI	PAE
Martin Groves	PIII	PAE
Amanda Cave	II	RNT

First Solo's

Haley Clifton	Jones
Leeland Kemper	Johnson
Garrett Hoppe	Jones
Daniel Garcia Serna	Jones
Stephanie Hayes	Moore



BEFA NEWS

PRESIDENT: BOB INGERSOLL

Your BEFA Board did not meet in August as planned, so we could enjoy the summer flying season with you all. What a summer; VFR every day, Seafair Aerobatics and Blue Angels, Back Country flights. I think we could have held a BEFA member meeting for all the BEFA planes at FHR. Probably the most exciting part of this summer has been all the new Boeing members we're getting based on the updated Boeing policy for solo and PPL. This also brings challenges like more aircraft and CFI's. Your Board is working on both and announcements will be coming soon.

For PAE we are working on modular furniture for our new hangar which should dress it up and give us a real office base of operations.

We are continuing to endure the glacial pace of working through our public officials to secure a solution for our building/ramp lease at RNT. I'm hopeful that as go into Fall we can focus with our airport partners on resolving this issue.

Enjoy the rest of summer and fly, fly, fly, safe. Bob Ingersoll

VICE PRESIDENT: JOEL PURIFICATION

Hello All. As I sit here at FL340 heading home from CHS to SEA on my first ever ride on a MAX 9, I reflect on how awesome the volunteer spirit of BEFA has been during the recent weeks. From taxiing planes to the EDC Car Show, to giving -- seemingly hundreds -- of little kids photo opportunities inside of 739BT at Everett Family Day, to the masses of hands who washed the entire Renton fleet before Gary's steaks were cooked to blue rare (Hi, Jordan!). As others have said, BEFA doesn't function without the help of its volunteers... like the wind above (and below) the wings, I appreciate everyone's dynamic efforts to keep us advancing forward.

Now if you still want to get involved, we have more at-bats coming with Renton Family Day. We'll staff a BEFA booth and continue to tell the Boeing employees about their awesome new \$10,000 flight benefit. Be on the lookout for the sign-up sheet in the office, or reach out to Jordan, Diana, or me. We are also working through the details for a social event at our new Paine Field hangar, so stay tuned.

Please enjoy Summer's Last Stand with the glorious flying weather... we've been extremely lucky with the forest fires thus far. Flight attendants, please prepare the cabin for arrival.

Summer BEFA Activities

- September 18 (Sunday) 1000-1500 – Renton Family Day.
- No Boeing Field Family Day event this year
- New Paine Hangar BBQ (TBD)

OPERATIONS OFFICER: MATT SMITH

This month's topic is...drum roll...entering and positioning in the runup area. With the nice weather comes lots of flying, and the runup area can get busy. It's clear pilots (and instructors) don't give it much thought, simply positioning the airplane aligned with whoever got there before them or for a quick getaway despite the fact it might be unsafe, cause damage to other airplanes, or their own engine. The following is my take on a better mousetrap.

The runup positioning checklist looks something like: 1.) Take the most favorable position available; 2.) Do the pivot so as to blow the minimum debris on other airplanes; 3.) Position the airplane to yield as much space as possible in the area for others to enter; and 4.) Orient the airplane to maximize engine cooling with consideration towards ensuring your runup does not blow dirt and rocks on other aircraft or inhibit entry into the area.

First, let's start with "where" to position the airplane. The preferred position is the most upwind position in the runup area. At Renton, assuming the wind is indeed aligned with the take-off runway (e.g., the wind is out of the north, and the take-off runway is 34), that means the slot closest to the control tower. At the upwind position, no other plane will blow debris onto your plane when they do their own runup. Of course, this assumes the other pilots in the box know how to position their airplane. Obviously, if there are other planes in the box, you end up taking what's available, but there is a "best" position.

As you approach the runup area, take a minute to think about where your prop wash is going when you pivot the airplane for final orientation. It may take a little head scratching to arrive at the proper entry.

If the runup area is empty, any turn which ultimately positions the airplane where you want works fine. It's another matter when other airplanes are present. For example, suppose the upwind-most spot is open and all the other slots are taken. You should turn in at 90 degrees to the box, as close to the end as you can possibly get, and do a 225-degree pivot such that the tail swings away from the box. This way you don't blow sand and rocks on the other airplanes. If only an internal spot is open, be gentle with the power during your pivot to avoid sandblasting the other airplanes.

When the airport is busy, playing nice in the sandbox means packing as many airplanes in the run-up area as possible. It takes some practice, but you can actually get pretty close to other aircraft. Overlapping wings is asking for trouble, but get as close as you feel comfortable.

Lastly, the preferred orientation is for the nose to be 45 degrees into the wind with the tail pointed away from the taxiway. I see planes pointing downwind all the time, and the logic for this escapes me. At 45 degrees into the wind, you get most of the cooling effect from the onset wind and your prop wash won't impinge on other planes. If the outside temperature is freezing cooling the engine is not as important, but given the hot temperatures recently, the engine will thank you. This is particularly true if you're on the second or third flight of the day in that airplane.

Think of the runup area as another "precision maneuver" demanding your undivided attention. If you follow these rules, you'll be the most popular player in the sand (i.e., runup) box.

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

Summer cross-country flying is over, but fall is just beginning so just look at what some of us have done so far, 28 of us have done something that is not available to most flyers, they have scheduled, got approved, and taken a trip and returned the airplane in good shape. The longest trip, PAE to OSH, is some 1500 miles. The next longest was 800 miles. Three of us took airplanes for a ten-day trip, they were camping out, and if you haven't done that yet don't delay, some years ago I took such a trip, slept under the wing, and have a memory that will last a lifetime. The shortest cross country was to FHR, just an overnight stay, but the San Jauns in the summertime just can't be beaten. There are several good weeks of weather left to try something new, I have flown as far East as Wichita, south to Oakland, and as far North as Sitka. There will be many challenges, and opportunities to try something unplanned, summertime thunderstorms will change your planned route and you will find controllers very helpful, while you make a new plan at 110 knots, be safe and enjoy.

Good news for student pilots, we have a new instructor, Kirk Running is working out of Renton.

ASST. OPERATIONS MANAGER: JORDAN MING

You may have noticed new faces around BEFA this past month. With the new Boeing incentive program we welcome 18 new members for the month of August if you see an unfamiliar face please go out of your way to say hello and welcome our new members!

I have started posting to the BEFA Instagram if you have any BEFA pictures you would like posted please send them to my email at asst.operations@befa.org. #flybefa

BEFA

**Congratulations to
Haley Clifton!**



**Congratulations to
Leeland Kemper!**



**Congratulations to
Daniel Garcia Serna!**



**Congratulations to
Garrett Hoppe!**



SOLO'S

**Congratulations to
Stephanie Hayes!**



Summer Vibes



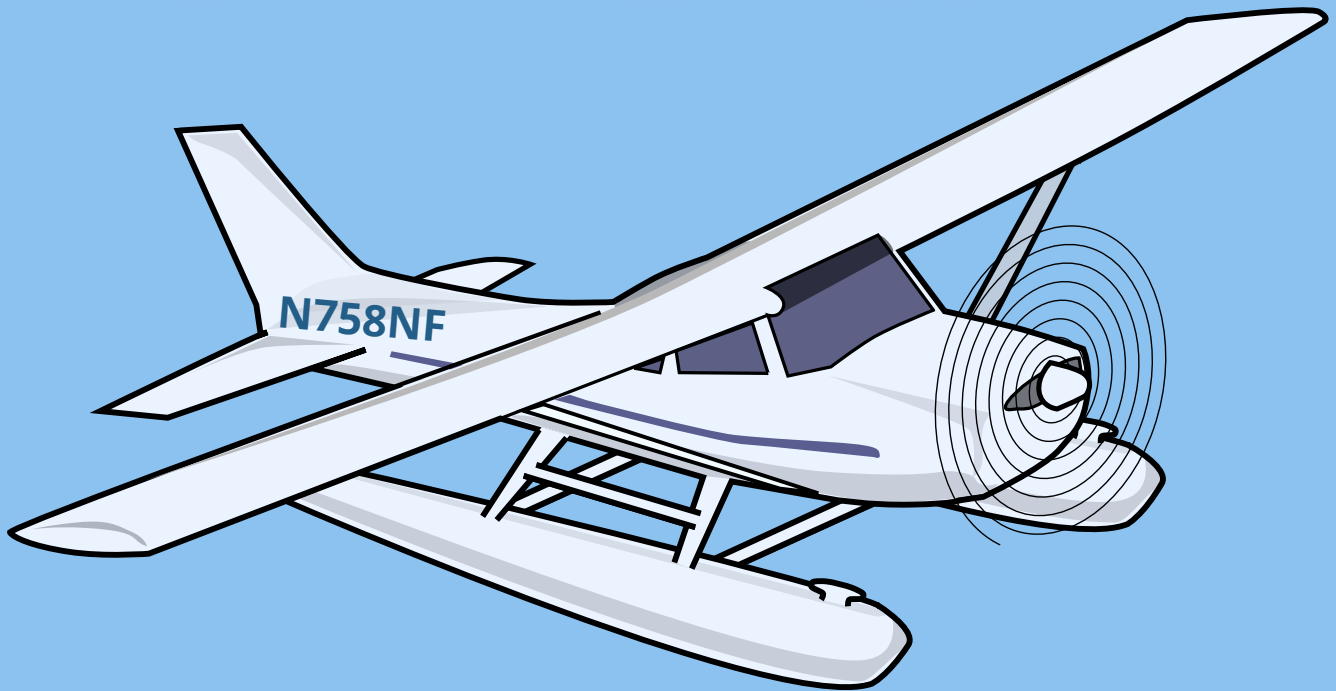
BATH & BBQ



Thank
You



FLOAT PLANE MEET-UP



FUN, FOOD & FLOATS!

Saturday, September 24th, 1-4 PM

Please RSVP to Asst.operations@befa.org

Aircraft Rates

Boeing Employees' Flying Association (BEFA)

Rates for: Sep-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	\$ 130.17
N78440	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 156.88
N739BT	C172 (N)	/G IFR	1978	40	Red/Blu/Wht	\$ 156.88
N737WS	C172 (N)	/G IFR	1977	50	Blu/Wht	\$ 156.88
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 181.21
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 156.88
N435SP	C172 (SP)	/G IFR	1999	53	Blu/Yel/Wht	\$ 181.21
N97PD	C172 (SP)	/G IFR	2000	53	Blu/Yel/Wht	\$ 181.21
N9537Q++	C172 (R/SP)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 181.21
N2711R	C172 (SP)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 181.21
N513MM (1)	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 238.90
N735LH	C182 (Q)	/G IFR	1977	75	Red/Blu/Wht	\$ 208.60
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 242.17
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 220.12
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 210.12
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 310.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 190.48
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 288.72
N758NF	R172K XP-II (Float)	/G IFR	1979	68	Wht/Red/Blue	\$ 206.78
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

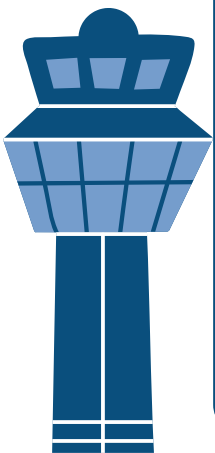
PAE Safety Focal

Steve Kirsch
Mike Dubbury
Oliver Meier

BEFA Aircraft MX Issues

Contact in the order of:

1. Ops Mgr., Wes McKechnie work #: (425) 919-6552
2. Asst. Ops Mgr., Jordan Ming work #: (425) 919-6532
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

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Asst. Ops Manager: Jordan Ming

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Office Manager: Diana Cassity

Office@befa.org

Accountant: Millicent Rhoades

Accounting@befa.org