

November 2022



# NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



## Welcome New Members!

Hatice Ozdemir PI PAE  
Gabriel Ramirez PI PAE  
Cody hargreaves GIII RNT  
Brandon Meadows GIII RNT  
Yonus Fsiha PI RNT  
James Blais GIII Both  
Caleb Pool PI RNT  
Andrew Aron PI Both

## New Ratings

Sharyar Khalid PVT Tomlinson  
Daniel Garcia Serna PVT Jones





## President: Bob Ingersoll



Your BEFA Board met on October 20, 2022. Topics discussed included our current financial assessment of our dues. Expenses paid for with the dues revenue include INSURANCE both aircraft-related, building, and member liability coverage; SALARIES OF EMPLOYEES, and GENERAL OFFICE EXPENSE, which includes land lease and all overhead costs independent of aircraft. For many years, 15 to be exact, BEFA has only raised the dues once by \$10/month in 2018. It's only been in recent years that we have experienced extraordinary increases in these costs. Since 2018 our annual insurance premium has increased by 64%; 24% of which was in 2022. There are many causes; some of which are macro, like the 737 Max crashes which impacted all facets of the aviation insurance industry, including General Aviation. We had two claims of our own last year which obviously affected our 2022 24% premium increase. Our general office expenses increased 100% since 2018. This has been through progressive step increases in our land lease with RNT which allows for adjustment every three years. Recent years have included appraised valuation adjustments of as much as 40% which we arbitrated unsuccessfully. This is impacting every tenant at RNT. Our salaries for employees expense have increased by 23% since 2018. Considering that we added one employee during this time, this expense has not impacted our overall operation.

The deficit created by these fixed costs has lead the Board to decide that a dues increase is the only plausible answer. Effective, January 1, 2023 the BEFA monthly dues will be increased to \$135/month; the LOA dues will be increased to \$25/month and the dry aircraft rate will be increased by \$5/hour for aircraft insurance premium increases. We're all experiencing the effects of inflation and other economic factors such as supply chain disruptions and lead times for products in our lives, our work, and our flying at BEFA. We will continue to monitor these cost pressures and take appropriate action to keep BEFA resilient in these challenging times.

## Vice President: Joel Purfication

In the movie "Back to the Future 2," Marty McFly wisely grabs a sports almanac from the future and brings it back to 1988. As you would expect, you could make a fortune betting on every sports event if you know all of the outcomes.

If I could go back in time, I would not pay out-of-pocket for advanced ratings... and just go and get a job at Boeing. Last week, the Company took an unprecedented step in unleashing its pilot reimbursements to cover "advanced" pilot ratings through the Learning Together Program. Just like the PPL benefit, the Company is putting up real money to help pilots toward their flying goals.

We at BEFA are excited by what these extra Boeing funds will mean for the current membership. We are looking at expanding the fleet with planes capable of advanced training, growing our instructor cadre, and building up operations at Paine. If you see a DeLorean cruising above flap limit speed, it's probably me going back to 1988.



### Boeing Expanded Incentives (effective Jan 1, 2023)

- Commercial Pilot Certificate (CPL): \$15,000
- Airline Transport Pilot Certificate (ATP): \$8,000
- Instrument Rating: \$6,000
- Aircraft Multi-Engine Land (AMEL): \$6,000
- Certified Flight Instructor (CFI): \$4,000
- Certified Flight Instructor Instrument (CFII): \$2,000



After advising you to start thinking about cold weather flying in October and then experiencing 70-degree weather all month long, I approach this month with caution.

Snow in the mountain was in the morning forecast, but I am going to write about a BEFA procedure, Number 19.2.3.4 the mountain check ride.

a) Pilots must have an instructional mountain flying checkride prior to acting as PIC of any aircraft in flight within five nautical miles of the 3,000-foot continuous lines.

b) Only BEFA check pilots with a recorded BEFA mountain checkride may conduct this checkride. Some of you have come to BEFA with years of flying experience and some of you are new pilots, and your instructor may have taken cross-country instruction over the mountains, but all of us need the endorsement in our pilot record form, as it is the first place I look when you file a cross county form if you do not have the endorsement on record I can't approve the form.

Most of us will get our check ride across the mountains using the I-90 route, we know having a safe landing spot before us is a very comforting feeling, so assume for the moment you have crossed, the weather is fine on the East side and acceptable at RNT, but a cloud has developed over the mountains, and it is time to go back. Flying west on the right side of the valley as you have been taught you notice a power line crossing the ridge on the south side of the valley, a short while before the summit, that is Stampede pass and it is a very narrow ridge dropping shortly to a safe level. One way back, however, for about ten or fifteen minutes there is no good place to land. So, continuing on you come to the ski area, and from the enclosed picture you can see that the highway takes a 180-degree turn, and you really do not know what is on the other side, if you move to the left side over the ski area you will see a power line and before the turn, it drops over the ridge and you can safely see the other side if you like what you see descend, Bandera is near and you have a safe way home.

Two ways back, but if neither looks good, you should always wait until the pass is safe.

Fly safe!

## Safety Officer: Bob Guthrie





# Operations Officer: Matt Smith

I have three topics to cover this month....

First is a reminder of the ongoing election of your Board of Directors. As the saying goes...vote early, and vote often.....just kidding. Joking aside, we have a strong slate of officers for President, Secretary, and Operations Officer. Participating members should have an e-mail requesting action. Be sure to cast your ballot.

Second, in 2003 Disney released the movie Pirates of the Caribbean. In the movie, the nefarious Captain Barbossa commented on the Pirate's Code by saying "....., the code is more what you'd call "guidelines" than actual rules." The question at hand is whether your checklist is "actual rules", or more like "guidelines". BEFA pilots appear to be taking Captain Barbossa's interpretation. This is particularly true with regard to flap extension speeds. Over-speeding flap settings induces flutter and vibration, causing metal fatigue. We've had to order a new set of flaps for N97PD because of multiple repairs to the attach points. This is money we could have used more productively somewhere else if pilots were paying attention to the design speeds of the airplane. The current thinking is that it's not the initial deployment of the flaps (most pilots check this speed before deploying flaps), but lowering the nose on final approach and over-speeding the final flap setting. The fatigue is not something that happens overnight, so it's not just a single pilot. If we've done it to N97PD, you can count on the fact we're doing it to the other airplanes, and this is just the tip of the flap replacement iceberg. Please ignore Captain Barbossa's entreaty and pay attention to the designated speeds. We'll all come out ahead.

Third is a note on FSP (Flight Schedule Pro), and "Training" flight reservations. In order to get the tax break on flight training, two requirements must be met. First, the flight must be designated "Training" in your reservation, and secondly there must be a designated instructor in the reservation who's going to sign your log book for the training. This must be set up before checking the airplane out. Be aware that a reservation setting of "Standard" with an instructor will not qualify the flight for the tax break. FSP used to allow pilots to designate "Training", but not put in an instructor. This was causing problems with the end of the month billing process. The process has changed. Now, if you check "Training", you will be forced to put in an instructor. If your instructor has not opened up their schedule when you make the reservation such that you cannot add them at the time, FSP will not allow you to complete the reservation. To get around this, you can specify "Standard", or "Training - solo", and update the reservation when the instructor opens their schedule. One of the implications of requiring "Training" and an instructor in the reservation is that private, commercial, or CFI students on solo training flights (local or cross country) do not get the tax break. That may not sit well with some members, but the dual requirements are the only mechanism we've been able to come up with which yields sufficient documentation to stand up to a state audit. Please note the change.

We'll talk again next month. Until then, "operate" as if your life depends on it, because you just never know.

## BOOKING RESERVATIONS

Please remember to start putting the destination or general area you are flying to in the Comment box in the FSP reservations you make, and feel free to add any other pertinent info within the booking box. See the Staff if any questions. Thanks!

## AIR SICK PASSENGERS

A reminder regarding this grim possibility.., please include during your pre-brief your passengers prior to flight, including the possibility of airsickness, and always provide them a sick bag with instructions on how to use it. It's much easier to deal with it upfront than the cleaning afterwards! Sick sacks should be part of your flight kit and as a PIC, you are responsible for the welfare of your passengers. Never let them "hang it out the window". It will atomize from the airstream and suck back in and swirl around the cockpit. Also, remember you are somewhat acclimated to turbulence. Your passenger probably is not, particularly in a light aircraft. That and abrupt or excessive control movements or excessively long first/second flights can make an otherwise pleasant experience not so fun. It's like good theatre, cut it short so they will want more, and come back. But, the main take-away is to please have a sick-sack at the ready.

## BOEING COMMERCIAL LEASING SURPLUS CAR PARKING STALLS

We have an arrangement with Boeing Commercial Airplane to use the north car park area for flight line employee parking, and like the 737 parking, we are being compensated for it. BEFA retains the option to overflow to them for BEFA events if necessary, after BEFA designated Parking is full. Please avoid using them if able.

## CHECKLIST USAGE – MAGNETO OPERATIONS AND BACKFIRES

We've noticed the last few months some backfires during the engine shutdown procedures on our ramp and run-up areas. Backfires are also common in the runup areas during pre-takeoff runup checks too.

# Operations manager: Wes McKechnie

Let's take a quick review of how to prevent this as it could cause significant damage to aircraft components. As you know, one of the items in the pre-takeoff Runup phase is checking for the normal magneto operations. We independently select left and right magneto operation by isolating each mag independently, using the ignition switch selecting the appropriate "L -R- Both" positions in a certain sequence and verifying the prescribed drop in RPM, per the checklist. It should also maintain relatively smooth engine operations on each mag before going back to the normal "BOTH" position. What causes the backfire during this phase is the pilot will inadvertently go three "clicks" over to the "OFF" position on the ignition switch, and get flustered when the engine starts to die, then they immediately position the switch back to "BOTH" instantly to try and remedy the mistake. The problem is when the switch is returned to "BOTH" before the engine is totally stopped, the firing sequence is out of sync and the result is the loud "report", or backfire when it re-engages. This can blow holes in the manifold system and cause other damage. Years ago, 704RY had a backfire in the runup area, preceded to take off and about when they turned from crosswind to downwind they noticed a sudden reduction in power, but were able to land without incident. Upon inspection, maintenance discovered a hole had blown in the exhaust manifold from the backfire and was sending a jet of superheated air on to one of the magneto wiring, damaging it and reducing the available power. Please be diligent and deliberate when doing runups and magneto checks, and, take - your - time. If you do inadvertently turn the engine to "OFF" during these phases, leave it on "OFF", and simply restart the engine as normal to avoid any back-fire. The second type of backfire occurrence happens on the shut-down procedure phase when you're on the ramp, then we check the "P-Lead" for integrity. When doing this, what we are doing is actually grounding the ignition out, (it's not "opening" the circuit like turning a light switch off). As you know, by turning the ignition switch to "OFF" and then quickly back to "BOTH", which **MUST BE DONE AT 1,000RPM OR LESS!!!**, before "killing" the engine by pulling full aft on the mixture control knob. This confirms that the P-lead is still securing the engine from starting if you turn the prop and activate a magneto. Again, this procedure must be done at 1,000 or less RPM. Any higher RPM, or you will get a back-fire. Bottom line, relax, take your time and follow the checklist to avoid this. Thanks!



# BEFA News



Congrats on your PPL  
Daniel Garcia Serna!



Congratulations  
Private Pilot  
Sharyar Khalid!



## Kudos to Our Volunteers!

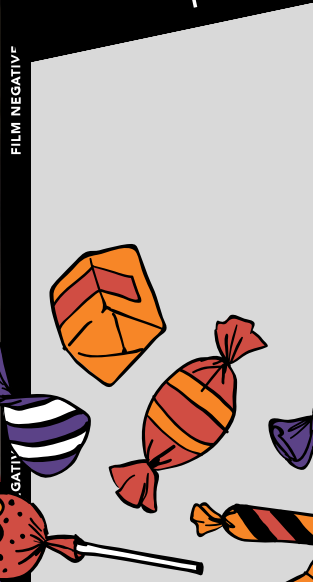


- Luke Pai for uber sparkling the hangar!
- Aaron Green, Mikel Moore, Angela Kantjas, Rocco Buty & Kevin Chaney for helping with BEFA Hangar movie night!
- To all the board members for everything they do!
- Mike Kiliz for the excellent striping and stall labeling for the aircraft and the car parking.
- Duc Nguyen for helping Leonard Abbas on ramp cleaning projects
- Joerg Zender and Christine Frey for upholstery work on the seats and frames for 78440.
- Leonard Abbas for spraying/whacking and cleaning the ramp areas of the weeds and washing 735LH.
- Karl Halloway for his promotion of BEFA internally to Boeing new-hires benefits





# Hangar Movie Night





# Aircraft Rates

*Boeing Employees' Flying Association (BEFA)*

*Rates for: Nov-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	\$ 133.71
N78440	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 161.90
N739BT	C172 (N)	/G IFR	1978	40	Red/Blu/Wht	\$ 161.90
N737WS	C172 (N)	/G IFR	1977	50	Blu/Wht	\$ 161.90
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 187.11
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 161.90
N435SP	C172 (SP)	/G IFR	1999	53	Blu/Yel/Wht	\$ 187.11
N97PD	C172 (SP)	/G IFR	2000	53	Blu/Yel/Wht	\$ 187.11
N9537Q++	C172 (R/SP)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 187.11
N2711R	C172 (SP)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 187.11
N513MM (1)	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N17ER	RV-12iS	G/VFR	2021	20	Gry/Red	\$ 141.35
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 247.75
N735LH	C182 (Q)	/G IFR	1977	75	Red/Blu/Wht	\$ 215.68
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 250.49
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 232.20
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 216.02
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 310.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 196.68
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 299.76
N758NF	R172K XP-II (Float)	/G IFR	1979	68	Wht/Red/Blue	\$ 212.09
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

\*Plus cost for oxygen, if used

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



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## PAE CONTACTS

### PAE Maintenance

Regal Air

### PAE Facilities & Support

Oliver Meier

Casey Johnson

### PAE Safety Focals

Steve Kirsch

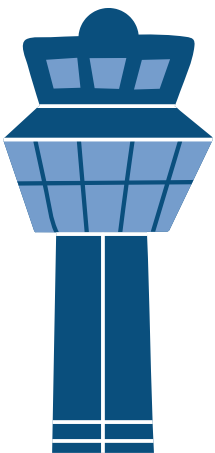
Mike Dubbury



## BEFA Aircraft MX Issues

Contact in the order of:

1. Ops Mgr., Wes McKechnie cell (425) 919-6552
2. Asst. Ops Mgr., Jordan Ming cell (425) 919-6532
3. Emergency Wes McKechnie txt (206) 384-9680
4. Ops Officer, Matt Smith
5. Any Board Member
6. Ace Aviation







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