

October 2022

# NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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

## Welcome New Members!

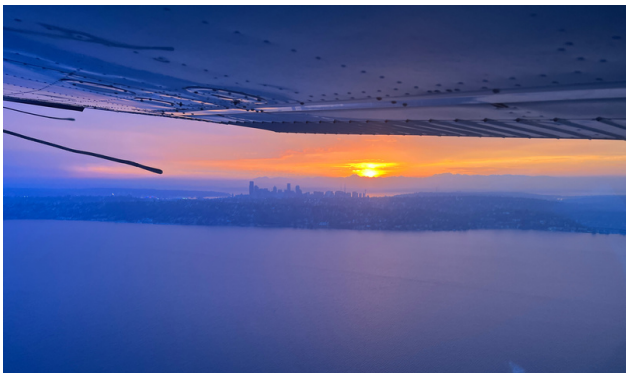
Bryan Zandi GII RNT  
Joseph Cajigal PI Both  
Lacey Pittman PIII RNT  
Jordan Dion PI RNT  
Demerise Lesnau PII RNT  
Michael Bien PI Both  
Ron Billiet GIII RNT  
Rebecca McKindley PII Both  
Matthew Noble PI PAE  
Gabriel Pecache PII RNT  
Serge Badiane PI Both  
Grant Liang Family I Both  
Liam Eubank Family I RNT  
Mikhail Smiyum PI RNT  
Eric Behrendt PII RNT

## New Ratings

Sonja Demco PVT Saladino  
Seth Sprinkle IFR Jones  
Vincent Butterfield BEFA Gold Cowan

## Solo's

Preat Kansal Kamnetz  
Tudor Streza Makela



[www.Befa.org](http://www.Befa.org)



## President: Bob Ingersoll

Your Board met on September 15, 2022 and some of the topics included the increase of Boeing Participant members resulting from the new Boeing policy regarding member reimbursement of solo and Private Pilot License milestones by Boeing. This is very exciting for BEFA to address the challenges of all the new student pilots. We are adding additional CFI primary instructors and also working on acquiring additional trainer type aircraft for student training. Our PPL ground school also has a record number of students. Look for an opportunity to meet some of these new members and CFI's.

I've said before that BEFA has made a deposit for a new Van RV12 aircraft. Although this aircraft will not be delivered until after the first of 2023, we have worked with Vans to obtain a short term lease for the same model aircraft, which is in our hangar at this time. You're encouraged to get checked out in this aircraft and provide us feedback for future use.



Jordan Ming and Troy Larson  
checking out the RV12

***The new PAE hangar has been furnished and is looking great. If you fly from PAE go check it out and let us know what you think?!***

## Vice President: Joel Purification

Hello All. The kids are back in school, the mornings are darker when I walk the dog, and we saw our first rain of the long winter ahead... Summer's Over! This means we closed out a busy BEFA volunteer summer event schedule with Renton Family Day as a glorious success. Our booth was situated between two 737 MAX production lines and every visitor HAD to walk past our table and arsenal of ready BEFA volunteers. Special thanks to our CFI's Oren, Kirsten, and Jordan... in addition to Chris Sherland and Grant Dunbar for answering thousands of queries from future members!

Now that the summer slate is completed, the inauguration of our upgraded Paine Field (BEFA North) campus is around the corner. With the increase in Boeing employee membership, especially up north, we are building up Paine to become a second hub rather than the outpost it has been. As Bob noted, we've already moved into the new hangar, deployed swanky furniture, bought a grill... and plan to base an Ops Manager/CFI in the office to run the show. In addition, we have many new online CFIs in Paine who can get the new students on their path to solo and beyond!

Make sure to check the place out during the Paine Field (BEFA North) Open House and BBQ at the end of October. We'll send an email with the specifics when able. In addition, if you currently fly from Paine (or are planning to), please notify Jordan/Wes/Diana per the instructions in the email.

## Safety Officer: Bob Guthrie

It is October, time to stop thinking about warm weather flying and consider the cold days ahead. I know most of us are not test pilots and will never be, so we will never see a BEFA member start an engine with frost or snow on the wings, so let's direct our attention to the engine. Sometimes really good pilots will say something about engines that we should not follow for example, in the winter of 1943 a friend of mine got those famous military orders, to go from point A to point B by air at no cost to the Government. When he arrived at the airport and showed his orders, he was told Jimmie Doolittle was leaving soon in a medium bomber and my friend could ride with him, good news. When he climbed into the airplane he was told to buckle up, the tower had cleared them for takeoff as Jimmie did not wait for the engines to warm up, sad story but true. Obviously, nothing bad happened as both of them survived the war, I wonder how long those engines lasted. Something I do on those frostier mornings, keys are on the dash, wings and control surfaces are clear, I turn the prop by hand backwards several times thinking this will help when I turn on the key to start the engine. Remember backwards. The club has a rule about hand cranking the engine. We can do better and, in their September, meeting our CFI's reviewed our clubs procedures for cold weather flying, we are prepared and current in our planning for those cold weather days. Fly safe, consider your engine, and have a great time in the air.



## Kudos to Our Volunteers!



- BEFA Crew for it's continuous support of operations
- Mysterious treats appearing in the office
- Harium Martin-Morris for bringing beautiful flowers from his garden
- BEFA Supporters of Renton Family Day
- Skip Sethmann for donating fire extinguisher for the office
- Steve Kirsch for all things PAE Hangar!
- Adam Tomlinson and Oren Peterson for replacing old tie down straps
- Mike Kiliz for painting new lines on the ramp at RNT
- Paul and Paula Ust for the pretty plant for the BEFA office ambience
- Mikel Moore & Rocco Buty for chauffering Jordan back and forth to Ace



# Operations Officer: Matt Smith

**SPOILER ALERT: There's a Van's RV 12iS in the house!!!**

Every month, I copy the file from a previous month's article and start from there. This month, I just happened to copy last years (2021) October article as my starting point.

When I opened the Word document to begin writing, lo and behold, there was the discussion of future fleet planning including the acquisition of a Van's RV 12iS as an alternative to the traditional Cessnas. Leap forward a year....pilots who have passed through the Renton hanger in the past week will have seen an RV 12iS (N17ER) parked there. This is a leaseback from Van's while they build our "forever" (as they are called) airplanes. If you were paying attention, you will have noted the plural "airplanes", as in more than one. That is correct. We are planning to acquire two RV 12's. Van's is to begin building the airplanes roughly a month from now, with a two month build time. In the interim, N17ER will be used as a learning platform for the operational aspects of a light sport airplane so we can hit the ground running when our airplanes arrive. As an "it's a small world" aside, this is the same RV 12iS Rainier Flight had before receiving their "forever" airplane.

Jordan Ming and I flew N17ER from Aurora, Oregon to Renton. Troy Larson, Jordan, and I have been flying in preparation for transitioning the other CFI's into the airplane. That process should begin October 1st. Once your favorite CFI has done their transition training, feel free to schedule a flight. . It's a lot of fun to fly. It's incredibly light on the controls, and the visibility is better than anything we currently have in the fleet. The performance is roughly equivalent to that of the 150 HP Cessnas (e.g., N5344K, etc.)

The two-place airplane has a 530-pound useful load, with a 20-gallon fuel tank. The fuel burn at cruise (approximately 105 knots) with the 100 HP Rotax engine is roughly five gallons an hour. We intend to make the plane(s) fuel on demand. That way, pilots can configure the weight and balance for their specific mission. The airplane is totally electrically dependent, meaning the engine does not have magnetos.

That will entail some additional training as part of the transition.

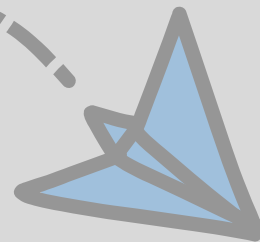
The avionics are a Garmin G3X, a single com radio, and a basic auto pilot. N17ER is not IFR capable. Our "forever" airplanes will include a Garmin 650 making them IFR capable, although not IMC approved. N17ER will rent for roughly \$138/tach-hour at current fuel prices.

From an operational standpoint, we're getting the checklist, six-month quiz, weight and balance , and a recommended transition syllabus ready for the BEFA website. We'll also put a POH, flight training supplement (FTS), and Garmin user manual on the website.

We're excited to add the RV 12iS to the BEFA fleet. Feel free to stop by and ask questions as we explore this new training platform.

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

# BEFA News



**Congratulations  
to Preat Kansal on your  
Solo!**



**Congratulations Sonja  
Demco on private pilot  
license!**



***Someone got their shirt tail cut!***  
**Congratulations to Tudor Streza  
on his Solo!**



**Congrats Seth Sprinkle on his  
instrument rating!**





# Aircraft Rates

*Boeing Employees' Flying Association (BEFA)*

*Rates for: Oct-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	\$ 130.65
N78440	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 157.56
N739BT	C172 (N)	/G IFR	1978	40	Red/Blu/Wht	\$ 157.56
N737WS	C172 (N)	/G IFR	1977	50	Blu/Wht	\$ 157.56
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 182.01
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 157.56
N435SP	C172 (SP)	/G IFR	1999	53	Blu/Yel/Wht	\$ 182.01
N97PD	C172 (SP)	/G IFR	2000	53	Blu/Yel/Wht	\$ 182.01
N9537Q++	C172 (R/SP)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 182.01
N2711R	C172 (SP)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 182.01
N513MM (1)	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N17ER	RV-12iS	G/VFR	2021	20	Gry/Red	\$ 138.54
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 240.10
N735LH	C182 (Q)	/G IFR	1977	75	Red/Blu/Wht	\$ 209.56
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 243.29
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 221.08
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 210.92
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 310.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 191.32
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 290.22
N758NF	R172K XP-II (Float)	/G IFR	1979	68	Wht/Red/Blue	\$ 207.50
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



@BEFA.Washington



@befa.washington



@BEFA\_Washington

## PAE CONTACTS

### PAE Maintenance

Regal Air

### PAE Facilities & Support

Oliver Meier

Casey Johnson

### PAE Safety Focals

Steve Kirsch

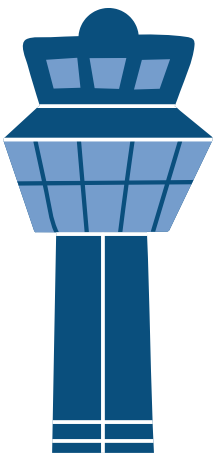
Mike Dubbury



## 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





# STAFF CONTACT INFO

## STAFF

Ops Manager: Wes McKechnie

[Operations@befa.org](mailto:Operations@befa.org)

Asst. Ops Manager: Jordan Ming

[Asst.operations@befa.org](mailto:Asst.operations@befa.org)

Office Manager: Diana Cassity

[Office@befa.org](mailto:Office@befa.org)

Accountant: Millicent Rhoades

[Accounting@befa.org](mailto:Accounting@befa.org)