

December 2022
NEWSLETTER
BOEING EMPLOYEES' FLYING ASSOCIATION



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



Welcome New Members!

Kurt Acheson PI PAE
Matthew Edwards PI PAE
Charles Einarson PI RNT
Javier Herrero II Both
Isaiah Fitzgerald I Both
Alexander Kent I Both
Robert Truong I RNT
Angeloe Dixon I PAE
Tamir Ahmed I Both
Zeqiang 'Ben' Wang I Both
Raimund Pichler III Both
Bryan Sydnor I Both
David Crist III RNT
Gabiella Estelle Fortes I RNT
Daphne Rein-Weston II Both



New Ratings

Chris Williamson PVT Makela

President: Bob Ingersoll

YOUR BEFA BOARD met on November 17, 2022.

The Board election results were announced: Bob Moore, President; Scott Hunziker, Operations; Rohan Sharma, Secretary. I want to congratulate them and thank all those who participated in the election. Our election committee has continually upgraded the electronic process and has resulted in a higher participation level by our membership.

As we come to the end of 2022, I'm reflecting on the fact that this will be my 96th continuous BEFA newsletter as your President. Operating under the Boeing By-Laws since 1954, and at RNT over the past 35 years, we have a positive working relationship with RNT tenants and RNT airport and City management. I'm continually amazed how an organization with this many moving parts in terms of membership, fleet size, and financial challenges, can carry on successful operations with a volunteer board and only three full-time employees.

Sounds like material for a new book??

Our culture of volunteerism is the glue to this success.

Our relationship with Boeing and its incentive program creates many opportunities and challenges for the future. We will constantly face cost challenges in the future, but our goal has been to provide the best value flying experience for our members as we face these day-to-day cost challenges. The gorilla in the room to our future is securing a new long-term lease with the city. This has been our top priority for years as we continue to search for a solution. I will stay engaged with BEFA on this matter.

The complexity of our membership is also our strength. Think about the diversity of our aviators and their backgrounds. No matter what our experience and roles in aviation we all have a common cause: to promote our mutual flying experiences.

It has been a privilege for me to serve BEFA in this role.

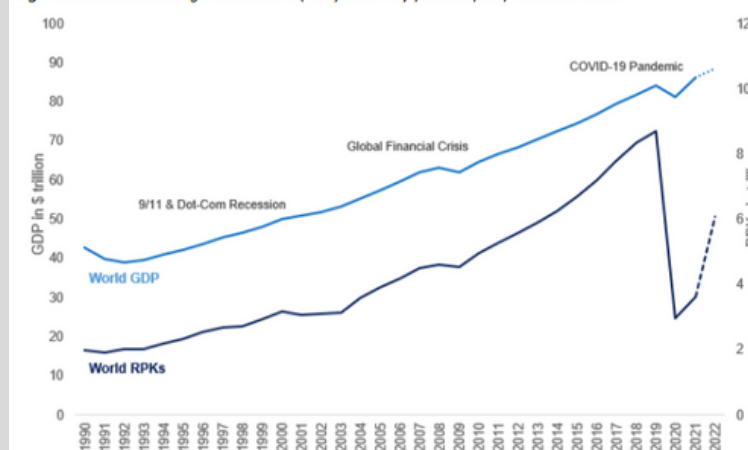
Vice President: Joel Purification

Reflecting on a year of continued aerospace recovery in 2022: As we approach the holiday season, I'd like to take a moment to be thankful for the resilience of aviation and Boeing's continued ascent from one of our darkest times in the history of the company.

The B in BEFA stands for Boeing, and three quarters of our membership is directly impacted by its wellbeing. The company celebrated a year of inspiring events including: the resumption of the 787 deliveries, successfully launching the Starliner and docking with the ISS, recently launching the SLS/Artemis 1, putting hundreds of MAX airplanes into the hands of our eager customers, among other accomplishments.

Though economic clouds (IMC conditions) loom on the horizon, the air travel industry remains compressed with a lot of runway to recover back to 2019 levels. The airlines know this and are bullish to continue hiring pilots, taking new airplane deliveries, and growing their schedules/timetables to serve the post-pandemic demand for people to travel – despite the warnings of recession.

Figure: Revenue Passenger Kilometers (RPK) Recovery path to pre-pandemic levels



I hope you enjoy your favorite way of celebrating the holidays – from watching football to connecting with family/friends, to logging some Actual. It's been an encouraging year indeed

Operations Officer: Matt Smith

“Ready, pull.”....Screech!!! That’s a noise I wasn’t anticipating as my student and I pulled the Decathlon (N93WE) out of it’s parking space in the Renton hangar to go fly. We stopped pulling immediately. I closed my eyes and winced. Nothing good has ever come out of odd noises emanating from airplanes.

I worked up my courage and walked towards the source of the noise, the back of the airplane. When I got there, it took a few seconds to see the six-inch gash in the fabric near the tip of the left elevator, all the way through both the upper and lower surfaces. Having moved the Decathlon many times since it came on line, I knew immediately what had happened. The Long-Easy parked in the hangar right by the horizontal stabilizer of the Decathlon has a swoopy tip on the canard. The fiberglass aft end of the tip points effectively straight up and is surprisingly sharp, not a good thing near fabric. My students and I had spent significant time dodging the canard in previous aircraft movements, and we all knew it was there waiting to bite the first pilot who got careless. The irony hit hard considering how many times I had told people to watch out for it. There was much gnashing of teeth and more than a few swear words. Its surprising how broad your vocabulary is in situations such as this.

At the safety board review, we spent significant time listing things we, both the pilots involved and BEFA as an organization, could have done to avoid what happened. For something so simple, the list was long. From the pilot’s perspective, the morning had not gone as expected. When we arrived, the tailwheel was flat which meant we weren’t going flying unless it was dealt with. Having worked on the crew for many years, I had changed the tire on the Citabria (N36339) several times and knew how. We had a spare in the parts closet and I got right on it. I had my student do the walk around while I changed the tire (distraction number one). When I finished, we reviewed the repair to make sure it was done correctly and I ran into the office to put an entry in the airplane log book.

I came back out and asked the pilot if we were ready to go. The reply was affirmative and we positioned ourselves by the main wing struts on opposite sides of the aircraft to pull instead of using the tailwheel pusher (mistake number one). When we pulled the first time, we hadn’t removed one of the wheel chocks and laughed at ourselves for the oversight (distraction number two). Another pilot wandered through the hangar, stood by the exit door on the other side of the hangar, and asked if we needed help. We looked away from the airplane to the pilot and said no (distraction number three, and mistake number two). At that point, we pulled and the rest is history. The bottom line is we could have used the extra pair of eyes, and should have used the tailwheel mover in such tight quarters. Lesson learned.....the hard way.

From an organizational perspective, we should have expended a little more consideration about positioning a sharp object so close to a fabric airplane. There were at least two things we could have done to minimize the risk. First, and really simply, we should have put protective padding on the canard tip. Pipe insulation like that sold at all the big-box stores would have totally prevented what happened, although it would not have gotten rid of the obstruction. A few dollars would have prevented a much bigger bill. A little more complicated solution would have been to have the owner remove the canard since the airplane is not flying at this time. This would have eliminated the impediment to normal movement of the Decathlon. This is a classic case of closing the barn door after the horses are out.....Heavy sigh.

The lesson here is that as simple as some operations seem, there’s always something lurking to bite you in the rear end if you get careless. Stay engaged with what’s going on, take advantage of devices, and offered help if appropriate.

On a totally different topic, come January 1, Scott Hunziker will take over as Operations Officer. I will be working with Scott to make the transition as smooth as possible. I know Scott and have flown with him. He will do an excellent job for the organization. I wish him the best of luck. As for me, I will continue to be active within BEFA in another role. More on that to come in a later newsletter. In the meantime, “operate” as if your life depends on it, because you just never know

Safety Officer: Bob Guthrie

BEFA CFI's,

The final CFI meeting this year will be on Friday, December 16 starting at 4:00, and will be available on zoom.

This meeting will primarily discuss our new aircraft the RV-12's. Matt Smith, Troy Larson, and Howard Wolvington will be covering the cost of operations, BEFA operations, and FAA testing. This is your chance to learn about the new aircraft at no cost.

You must attend at least two BEFA instructor meetings each year.

Please complete the BEFA Recency of experience form and send it to: asst.operations@befa.org by December 20th.

Treasurer: Harium-Martin Morris

Our Contribution BEFACT Gives the Gift of Flight

Each year the Boeing Employees' Flying Association Charitable Trust (BEFACT) conducts Private Pilot Ground School for high school students enrolled in Renton Public Schools free of charge. The course allows students to earn 5 college credits and .5 Career and Technical Education credits upon successfully passing the course. The goal of BEFACT is to attract young people into General Aviation, especially students from unrepresented groups including girls and students from the Black, Indigenous, and People of Color communities. Your contribution of any amount will help a young person to take the first step towards flight. In simple terms, if each member contributed just \$25, we could not offer Ground School, but flight training scholarships. If you are an active Boeing employee, your gift will be matched dollar for dollar through the Boeing Gift Matching Program. Boeing retirees are matched \$.50 on the dollar. Donations should be made out to "BEFACT" and dropped off at the Renton Office.



Asst. Ops Manager: Jordan Ming

Fleet update

- N758NF is on wheels until the floats are repaired.
- N704RY is now at a low cost of \$92 to get the aircraft flying more and new interior.
- N78440 now has a GTN 650 and new interior!

NEW BEFA GEAR!



Pink Knit Beanie
\$18



Navy Knit Beanie
\$18



Flexfit 6-panel Trucker Cap
\$20

Thank you to Our Volunteers!



- Adam Tomlinson for Airplane Taxi from Ace
- Troy Beardslee for pilot shuttle to Ace
- Harium Martin-Morris for the Holiday Pointsettia
- Steve Kirsch for continuous help at PAE.
- Joerg Zender, Lexie Ortale, Christian Frey, Janik Zender for 78440's new interior upgrade!

Join Us At Renton!

BETA Holiday Potluck

Wednesday, December 14th
Noon To 6:00PM



*Bring your Family,
Friends, & your
favorite Potluck dish.*

Ugly Christmas sweaters welcome!

*Share a meal with
your fellow members
new & old!*



Aircraft Rates

Boeing Employees' Flying Association (BEFA)

Rates for: Dec-2022

Airplane	Make/Model	FAA Equipment Codes	Year	Useabl e Fuel (gals.)	Color(s)	Hourly Rate
N704RY	C150 (M)	/U VFR	1977	22.5	Blu/Wht	\$ 92.14
N78440	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 156.29
N739BT	C172 (N)	/G IFR	1978	40	Red/Blu/Wht	\$ 156.29
N737WS	C172 (N)	/G IFR	1977	50	Blu/Wht	\$ 156.29
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 180.51
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 156.29
N435SP	C172 (SP)	/G IFR	1999	53	Blu/Yel/Wht	\$ 180.51
N97PD	C172 (SP)	/G IFR	2000	53	Blu/Yel/Wht	\$ 180.51
N9537Q++	C172 (R/SP)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 180.51
N2711R	C172 (SP)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 180.51
N513MM (1)	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N17ER	RV-12iS	G/VFR	2021	20	Gry/Red	\$ 137.72
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 237.85
N735LH	C182 (Q)	/G IFR	1977	75	Red/Blu/Wht	\$ 207.76
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 241.18
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 224.28
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 209.42
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 310.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 189.75
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 287.41
N758NF	R172K XP-II (Float)	/G IFR	1979	68	Wht/Red/Blue	\$ 195.71
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 & no Mode C transponder)

BEFA INFO

OFFICERS

President: Bob Moore

Vice President: Joel Purificacion

Operations Officer: Scott Hunziker

Safety Officer: Bob Guthrie

Treasurer: Harium Martin- Morris

Secretary: Rohan Sharma

SOCIAL MEDIA



@BEFA.Washington



@befa.washington



@BEFA_Washington

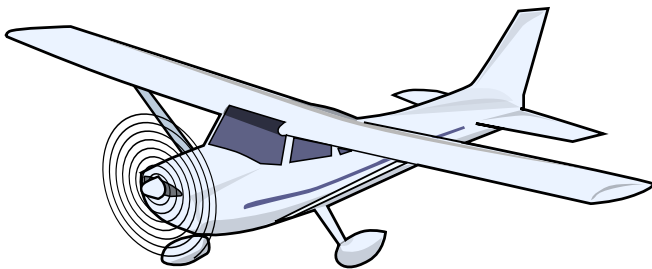
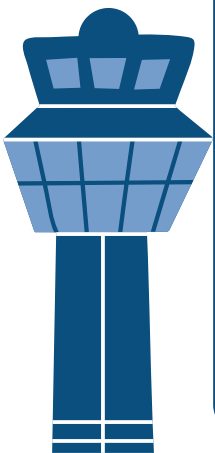
PAE CONTACTS

PAE MX	Regal air
PAE Focals	Steve Kirsch Mike Dubbury
PAE Ops	Jordan Ming 425-919-6532

BEFA Aircraft MX Issues

Contact in the order of:

1. Ops Mgr., Wes McKechnie wk cell (425) 919-6552
2. Asst. Ops Mgr., Jordan Ming wk cell (425) 919-6532
3. Emergency/Semi-Emergency txt (936)-203-0066
4. Ops Officer, Scott Hunziker
5. Any Board Member
6. Ace Aviation





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