

JANUARY 2023



# NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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

# 2023

**Welcome New Members!**



G. Estelle Fortes I RNT  
Jeff Cross II Both  
Ali Alsaleh I Both  
Martin Kariuki III Both

## New Ratings

Pavel Krivopustov PVT Kirsch  
Garret Hoppe PVT Pipkins/Jones  
Grant Dunbar IFR Kirsch  
Tim IP IFR Kirsch

## Solo's

Kris Bednarek Paulay  
Grant Liang Zandi



**BABY N1954B IS COMING IN THE NEW YEAR!**

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

## President: Bob Moore

Bob Ingersoll has done a great job establishing and maintaining a solid foundation for BEFA going forward in challenging times. We have some heavy lifting ahead of us to keep BEFA and our membership flying high. BEFA has outstanding locations at both Paine Field and Renton Airport. One of the things that impressed me about BEFA when I joined over 25 years ago was the attitude of members, staff, and CFIs to put the organizational ideals and objectives ahead of personal gain in the form of dedicated voluntary efforts. These voluntary efforts remain a core in the continued success of BEFA. Aviation is a special privilege and a true freedom. We as a group have a special opportunity to enjoy the privilege with BEFA.

Going forward Bob Ingersoll will assume the Board position of Executive Director and will chair the Election, Building and Lease Committees. Steve Beardslee will remain a trusted advisor to these committees. We also want to recognize Matt Smith for his years as Operations Officer and Aaron Balog as outgoing Secretary. Both have provided outstanding service and guidance to BEFA. As their replacements, we welcome Rohan Sharma and Scott Hunziker and look forward to their fresh insight.

At 9:00 am on the 1st Saturday of every month, I will host a hangar round table. The first dozen is on me. On a random basis we will have a guest board member, CFI or aircraft fly-in visitor weather permitting.

I look forward to the heavy lifting of our challenges going forward and the continued success of BEFA, our members, staff, and the aviation community. Thank you for your support.

Bob Moore (206) 718-8543  
BEFAPresident@gmail.com

## Operations Officer: Scott Hunziker

*Happy New Year! I hope that 2023 brings you good health, happiness, and plenty of opportunities to take to the skies.*

I'm new in this role, and I'm working to get up to speed. It feels like merging onto the freeway in the underpowered VW Camper Van (51 hp) of my youth. No surprise, but the effort and activity that keeps BEFA running smoothly is impressive. If you've looked at the schedule lately, you'll have noticed that there's a lot of maintenance going on. This is the time of year to do it, and one thing that's impressed me is the amount of juggling it takes to arrange maintenance and upgrade work while keeping the fleet in the air as much as possible. Even with lots of maintenance, there's still good airplane availability. Although the days are short and chilly, winter flying can be wonderful. And airplanes perform well in dense air. If the engine is cold, don't forget to preheat it! That reminds me of a lesson I learned years ago. It was a sunny day in January: cold and with snow on the ground. I asked my Boeing manager if he wanted to hop over to Bremerton for lunch. He was new to small planes and excited to do it. We took off from Renton in N78440 and got a clearance to fly the VFR transition west through Class B. With the sun, snow, mountains, and water – what a view! Directly over the KSEA runways, the window on my side popped open. My jacket must have caught the latch. Suddenly it was very loud, windy, and cold in that cabin. His face turned as white as the snow on the ground. As I closed the window, I explained that the airplane was designed for that. He was an engineer, so that was just the right thing to say. But I felt terrible for having caused such anxiety. Since then, I've briefed new passengers on that point. Here's how you open the windows and doors; we're not going to do that in flight, but it's not a problem if they do somehow come open. Speaking of scheduling, are you aware of the "Standby" feature in FSP? When an airplane is already scheduled for a given time, you can still put yourself on its schedule as a standby reservation. (Check the "Standby" box near the bottom of the reservation form.) If it becomes available (maintenance finished early, or the other party came back early or canceled), you get an email and a chance to make the flight. As the day or time approaches, you may reach a point where keeping the slot a "maybe" no longer works for you, in which case you simply cancel it. Just as with any reservation, please be sure to cancel if you can't make it and do it as soon as you know. It's more than courtesy – it hurts the organization to have an airplane parked when it could have been out flying. Please remember that the monthly dues have increased, starting the first of this year. I'm sure it's no surprise that our expenses have gone up for just about everything. For active members, the dues are now \$135/month, and it's now \$25/month for those on LOA. If you have an automatic payment setup, please remember to update the amount. Fly safe, friends!

# Secretary Harium-Martin Morris

## *Changes to the BEFA Website*

Effective January 1, 2023, the BEFA website will have a Members Only option to access BEFA-specific information. You will need to create an account and be approved to gain access to such items as BEFA documents and forms, aircraft documents, and copies of the newsletters. To create an account, click on Member Login from the menu and click the Create Account button. You will get two emails, one telling you your registration is pending and a second when the administrator has activated your account. Once you login, you will see menus only available to members.

Thanks,  
Harium

# Safety Officer: Bob Guthrie

We had an incident in the hangar last month that reminded me of a mistake I made some years ago, so I thought I would share it so you don't have to make one like it..

The plan was a VFR flight to Vernon B.C., the border crossing was much easier in those days, a simple telephone call would get a specific code and a place they wanted you to land for customs. The weather was warm, clear, and had light winds, with clouds later in the day. The plane was 735 LH, and as I was finishing the preflight, standing on a ladder to replace the fuel, another pilot called with a problem, I was the safety officer at the time so I went to his airplane, and we solved his problem and I finished my preflight and taxied for an East channel departure, the takeoff was normal, but about the time we were approaching VMAC, my wife asked, what is that coming off the right wing, as I said and requested a return. Turns out I had not checked the gas cap on the right wing and it was loose, waited a while for gas, and started out again. Normal takeoff but as we were approaching Mt. Baker the clouds that were forecast came in early, so. I asked for an IFR clearance, GPS direct to Kelona, and received, climb to 15000 feet cleared direct, I asked for 14000 feet and got it, said to my wife if anything else goes wrong we are going back, nothing did so we had a successful flight.

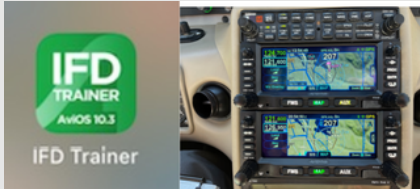
The lesson I learned and want to share with you if your preflight is interrupted, do not finish it, start over, if you are interrupted again, start over again. Fly safe, but Fly as often as you can.





## VANS RV-12iS UPDATE

We should be taking delivery of our 1st Vans RV-12iS sometime in February of 2023, with the second one in April – May'ish. We will be having an opportunity for an intro "Ride Along" in the RV-12 with one of our approved RV-12 instructors to provide an overview of the aircraft and give those interested an opportunity to fly it. Stay tuned - We'll be providing more details when the delivery date firms up and the CFI's are fully checked out on it and procedures are refined.



# N1954B



## Cirrus SR20 N662AJ Avionics Upgrade Presentation

**Saturday 07 January 2023 @ 1300**

**Presenter: Charlie Mallory**

Pilots that have been flying, or are interested in flying the Cirrus SR 20 (currently \$214.42/hr), are welcome to attend this class as an excellent start to Cirrus SR 20 training or the important differences training for the existing SR 20 pilots. It will cover all the recent upgrades and capabilities from the previous GTN430-based system. A 90-minute presentation will be followed by a Q/A session primarily on the Avidyne IFD 440 NAV/COM radios and associated systems newly installed in Cirrus N662AJ. The presentation will cover how to access the Avidyne Operating Manual and IFD Training Videos and introduce the iPad IFD Trainer App. A scenario will then be 'flown' using your iPad with the downloaded IFD Trainer. Once familiar with the operation of IFD 440, qualified SR-20 pilots may schedule a short ground session with a Cirrus CFI followed by a currency flight for sign-off on the new avionics. An all-member email is being sent with an attachment containing training links and details to pre-prep for this session and future reference. Please send a courtesy email to: [office@befa.org](mailto:office@befa.org) if you are attending. Thanks!



# Weather-Whether you like it or not



Weather is one of the definitive factors that determine VFR conditions for a pilot to conduct their flight. VFR minimums exist for each airspace to provide safe traffic navigation for pilots, and give them more time to see and avoid faster aircraft that are approaching in and out of clouds. When the weather is below the established VFR minimums, a person who holds at least a private pilot license may obtain a special VFR clearance from the ATC facility which has the jurisdiction over the affected airspace to enter, leave, or operate within most surface areas of Class D & E airports (and in some Class B & C surface areas), given that there is no conflicting IFR traffic and the visibility is at least 1 statute mile and you can remain clear of clouds. It is important to note, that at some major airports, operation under special VFR is not permitted, as denoted on sectional charts with the phrase NO SVFR in the airport data. Additionally, as a private pilot, the clearance can only be obtained during the daytime (between sunrise and sunset) unless you have a current instrument rating and the aircraft is equipped for IFR flight at night.

While a pilot may decide to take off from an airport with SVFR and depart into areas of VFR, it is important to acknowledge the risks associated with it. Low visibility VFR may lead to Instrument Meteorological Conditions (IMC), which poses a high risk of disorientation and accident occurrence with lethal outcomes. Make yourself as sure as possible that you're going to be able to get back to the ground safely before you decide to get into the air in the first place. A pilot who decides to reschedule their flight to wait off the marginal weather to improve to VFR is a pilot that has sound decisions and takes a safer course of action.

Enjoy life, be safe, and continue flying.



**By Pavel Krivopustov**



# BEFA News

*Congratulations Garrett Hoppe  
on your Private Pilot Rating!*



Happy  
New Year

**Congratulations on your solo!  
Grant Liang**





# 2023

## Airshow Schedule

- May 19-21 Hillsboro-Oregon International Air Show A-10
- June 17-18 Moses Lake Airshow
- June 17-18 Olympic Airshow
- July Concrete
- July 15-16 JBLM Thunderbirds
- July 22-23 Milwaukee Air & Water Show
- July 28-30 Kennewick, WA F-35
- August 4-6 Seafair Blue Angels
- August 11-13 Abbotsford Intl Airshow Snowbirds, F-35
- August 19 Arlington Skyfest AWO
- August 19-20 Bremerton, WA Wings Over WA P-51, Erickson Aircraft Collection, Greg Colyer, Undaunted Airshows
- August 25-26 Madras Airshow of the Cascades
- August 26-27 Boise, ID Gowen Thunder 2023 Idaho National Guard, Thunderbirds
- September 13-17 Reno Air Race
- September 29-October 1 McMinnville-Oregon International Air Show Blue Angels, F-16 Viper Demo



You are invited!



First discussion January 7th

Feel free to attend our round table discussion every  
1st Saturday of the month in the Renton hangar.  
9:00AM

***Next Board Meeting: January 19th 4:00PM***



## THANK YOU VOLUNTEERS

- Jordan Dion for the coffee donation
- Rocco Buty for taxi and clean up ops
- Oren Peterson for heinstalling a new motion light for the hangar, and porch light bulb.



# Aircraft Rates

**Boeing Employees' Flying Association (BEFA)**

**Rates for: Jan-2023**

| Airplane   | Make/Model              | FAA Equipment Codes | Year | Useable Fuel (gals.) | Color(s)           | Hourly Rate |
|------------|-------------------------|---------------------|------|----------------------|--------------------|-------------|
| N704RY     | C150 (M)                | /U VFR              | 1977 | 22.5                 | Blu/ Wht           | \$ 97.14    |
| N78440     | C172 (K)                | /G IFR              | 1968 | 38                   | Red/ Blu/ Wht      | \$ 161.29   |
| N739BT     | C172 (N)                | /G IFR              | 1978 | 40                   | Wht/ Blu           | \$ 161.29   |
| N737WS     | C172 (N)                | /G IFR              | 1977 | 50                   | Wht/ Blk           | \$ 161.29   |
| N2345Z     | C172 (N)                | /G IFR              | 1978 | 40                   | Blu/ Wht           | \$ 185.51   |
| N5344K     | C172 (P)                | /G IFR              | 1980 | 40                   | Blu/ Wht           | \$ 161.29   |
| N435SP     | C172 (SP)               | /G IFR              | 1999 | 53                   | Blu/ Yel/ Wht      | \$ 185.51   |
| N97PD      | C172 (SP)               | /G IFR              | 2000 | 53                   | Blu/ Yel/ Wht      | \$ 185.51   |
| N9537Q++   | C172 (R/SP)             | /G IFR              | 1998 | 53                   | Wht/ Blk/ Gry/ Gm  | \$ 185.51   |
| N2711R     | C172 (SP)               | /G IFR              | 2002 | 53                   | Gry/ Wht/ Red/ Blk | \$ 185.51   |
| N513MM (1) | Top Cub CC18            | /G VFR              | 2019 | 44                   | Yel                | \$ 170.00   |
| N17ER      | RV-12iS                 | G/VFR               | 2021 | 20                   | Gry/ Red           | \$ 142.72   |
| N58628     | C182 (P)                | /G IFR              | 1973 | 75                   | Blu/ Wht           | \$ 242.85   |
| N735LH     | C182 (Q)                | /G IFR              | 1977 | 75                   | Wht/ Blu           | \$ 212.76   |
| N2365C     | C182 (RG)               | /G IFR              | 1978 | 75                   | Blu/ Wht           | \$ 246.18   |
| N38566     | BE C24R                 | /G IFR              | 1981 | 57                   | Red/ Gld/ Wht      | \$ 224.28   |
| N662AJ (1) | Cirrus SR20             | /G IFR              | 2006 | 56                   | Wht/ Blu           | \$ 214.42   |
| N927CS (1) | Cirrus SR22T            | /G IFR              | 2013 | 92                   | Red/ Wht           | \$ 315.06   |
| N93WE      | Bellanca 8KCAB          | /U VFR              | 1992 | 35                   | Red/ Wht           | \$ 194.75   |
| N9843Y*    | CT210 (N)               | /G IFR              | 1982 | 87                   | Red/ Wht           | \$ 292.41   |
| N758NF     | R172K XP-II (Float)     | /G IFR              | 1979 | 68                   | Wht/ Red/ Blue     | \$ 200.71   |
| 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 & a Mode C transponder)

# BEFA INFO

## OFFICERS

President: Bob Moore

- (206) 718-8543
- BefaPresident@Gmail.com

Executive Director: Bob Ingersoll

Vice President: Joel Purification

Operations Officer: Scott Hunziker

Safety Officer: Bob Guthrie

Treasurer: Harium Martin-Morris

Secretary: Rohan Sharma

## SOCIAL MEDIA



@BEFA.Washington



@befa.washington



@BEFA\_Washington

## PAINE CONTACTS

PAE Maint

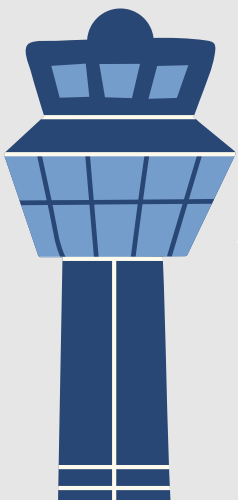
Regal Air

PAE Focals

Steve Kirsch  
Mike Dubbury

PAE Ops

Jordan Ming  
(425) 919-6532



## BEFA Aircraft Maint. Issues

Contact in the order:

Ops Mgr, Wes McKechnie (425) 919-6552

Asst. Ops Mgr, Jordan Ming (425) 919-6532

Emergency/Semi Emergency txt (936) 203-0066

Ops Officer, Scott Hunziker

Any Board Member

Ace Aviation



# STAFF CONTACT INFO



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/Editor & Newsletter  
creator: Diana Cassity

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

Accountant: Millicent Rhoades

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