

APRIL 2023



NEWSLETTER



BOEING EMPLOYEES' FLYING ASSOCIATION

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

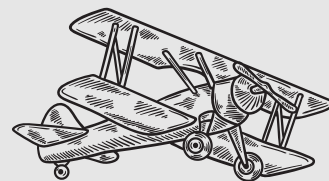


Welcome New Members!

Bruce Cech | RNT
Harry Grubman | RNT
Jason Loyles | RNT
Corey Rolfes | PAE
Yani Meng | RNT
Andrew Hammer | Both
Bruce Nourish III | RNT
Danylo Malyuta | RNT
Parker Mezek | RNT

Solos

George Liang | Moore
Bryan Sydnor | Out of State



New Ratings

Kellan Daley | PVT | Out of State
Caleb Pool | PVT | Moore

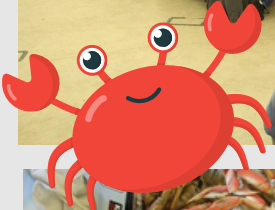


PROCEEDING THROUGH FINAL ASSEMBLY!



President: Bob Moore

The annual meeting and crab feed was great fun. We specially enjoyed meeting the many new members who were there. Thanks to all who worked hard to make it a success!



Vice President: Joel Purificacion

As the Chief Pilot of (event planning) at BEFA, I want to provide context around the 2023 Crab Feed/Annual Membership Meeting (CFAMM) content you will be seeing within this month's newsletter. The CFAMM is similar to an annual shareholders meeting of any large corporation. It provides a chance for the membership to meet the board members, hear the strategic plans for BEFA, gain an insight into our financial position/vital statistics, recognize our volunteers, and more.

This year the prevailing theme at the CFAMM was around growth – growth of the membership, growth of our facilities, and growth of our fleet. These are truly exciting, unprecedented times for BEFA.

I want to take a moment to recognize Warren Morrison as 2022 Member of the Year. BEFA is a volunteer-led organization, and Warren has put in his immense efforts into keeping our fleet operating every week on Crew Night and off-hours to address emergent squawks. He embodies the spirit of BEFA, so think of Warren every time you rotate the Mag Switch to Start and you hear that glorious sound.

The other member I'd like to recognize is Harium Martin-Morris as winner of the 2022 Derdick Award. This honorary award is given to those who exhibit extraordinary contributions to the furtherance of BEFA and General Aviation more broadly. Harium's work with the Renton School District and Museum of Flight on outreach programs for aspiring future pilots in addition to his selfless off-hours contributions to keeping our tech and operations support issues running smoothly sets him apart.

Stayed tuned for future BEFA events!

- Flying Start Program
- Round Table – 1st Sat of each month
- Board Focus Group – 3rd Saturday
- Spring Fling for April LOA members
- Beaver Fever – N758NF flight time
- Museum of Flight

Boeing expanded flight training benefit via Learning Together Program

- \$10,000 for PPL
- \$1000s of dollars toward advanced ratings up to ATP
- Influx of new members joining BEFA each month

Summer BEFA Events

- Boeing Family Day (Boeing Field in 2023)
- Campout/lunch at Orcas
- Bath & BBQ
- Oshkosh
- Let me know if you have ideas!

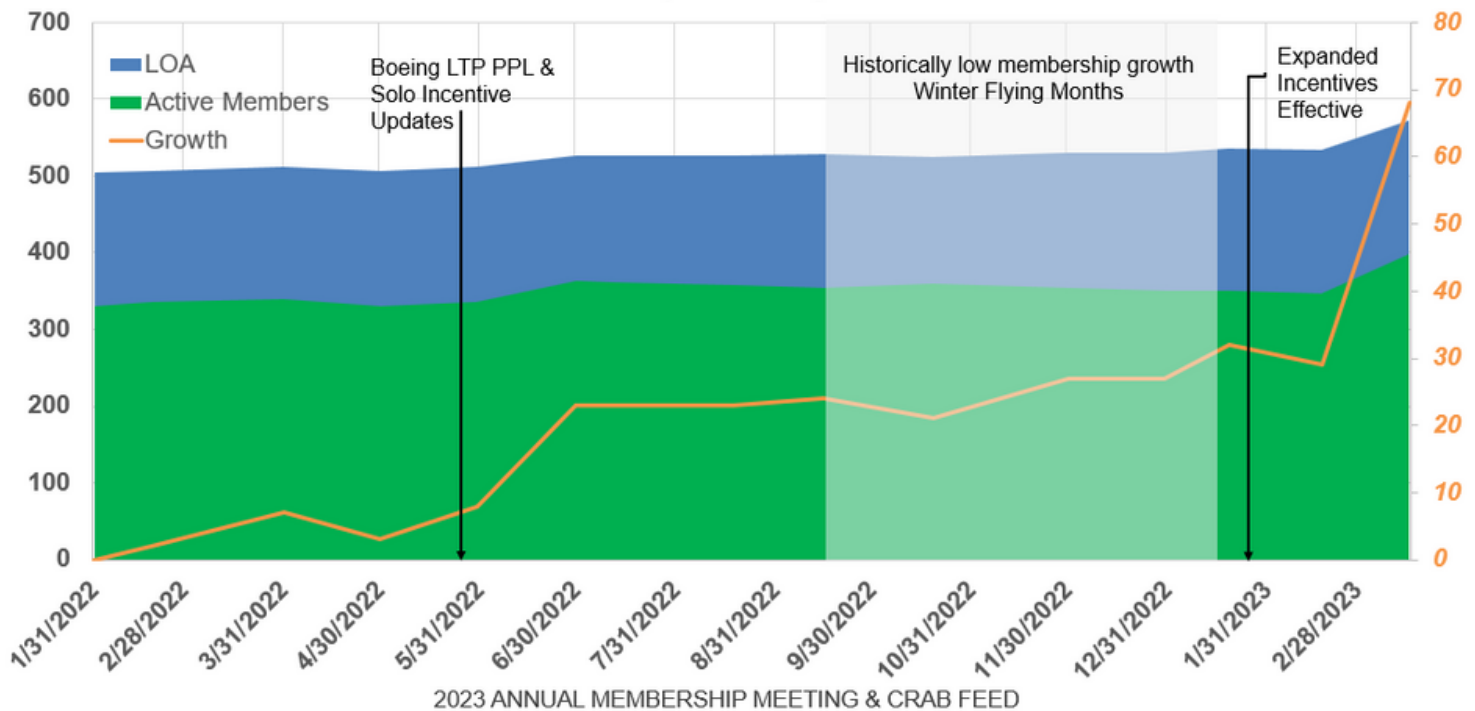
Secretary: Rohan Sharma



Membership Update

Incentives from Boeing are driving membership growth in both locations – biased towards PAE

BEFA Membership Summary 2022 - Present

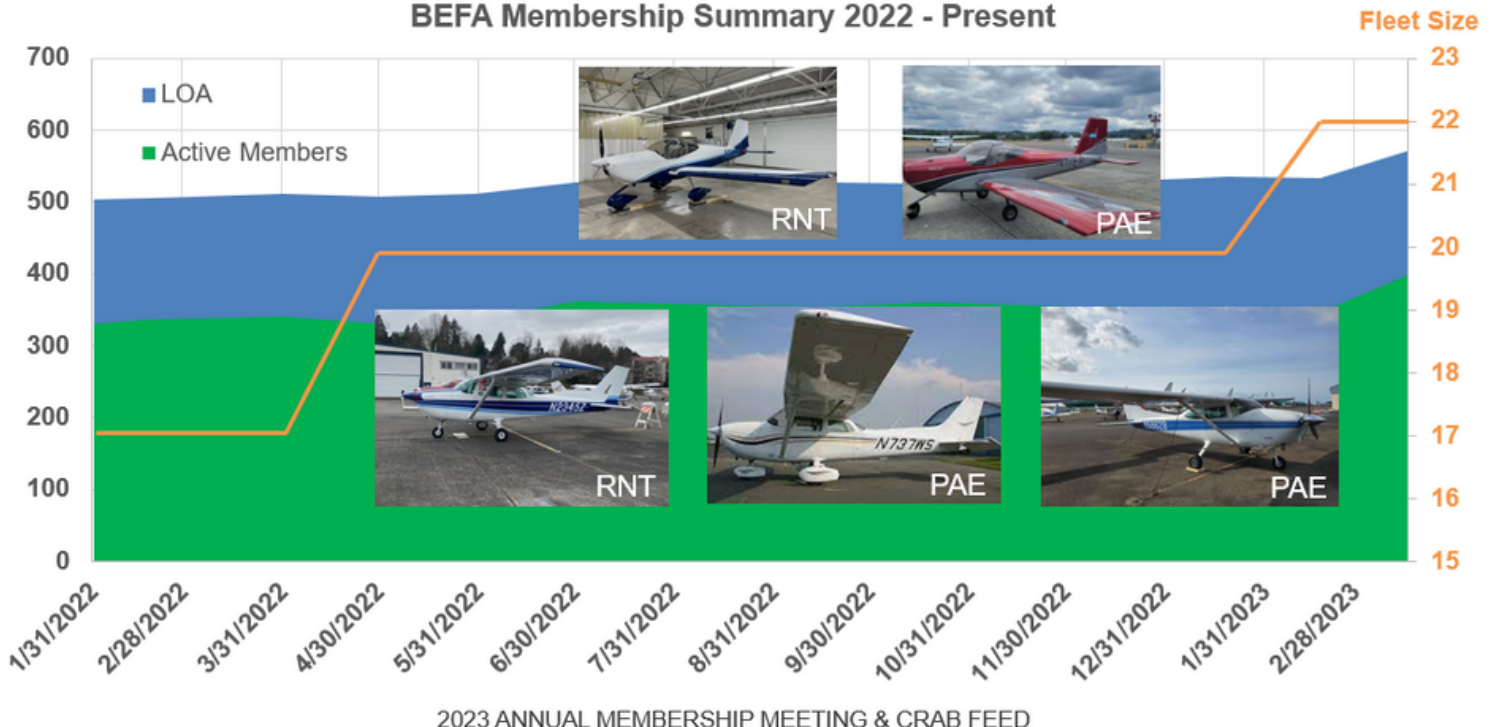


Membership Update

Can we keep up with demand?

Yes. Through fleet growth in the right areas

BEFA Membership Summary 2022 - Present



Operations Officer: Scott Hunziker

RV-12iS

- Now included in Class I, II, III memberships
- Checkout, currency, and checkride requirements
- Specific wind limits

Currency and Recurrent Checkrides (updates for pilots and instructors)

- Initial checkride
- Recurrent 6-month checkride
- Currency of 2 hours and 5 landings in the previous 90 days



The Board approved an ROP update in March. The RV-12 (Light Sport) is now included in all membership classes (I, II, and III). For instructors, there are numerous changes to the qualifications table that you need to be aware of.

Fly safe, friends!

Please welcome the newest additions to BEFA!

- N954B Vans RV-12iS (RNT): Garmin G3X display, GTN 650, GFC 500 autopilot
- N17ER Vans RV-12iS (PAE): (on loan), Garmin G3X display, GTN 650, GFC 500 autopilot
- New office space at PAE: Lobby, meeting rooms, galley, etc.



Fleet Upgrades:

- N735LH (C-182Q): Paint & windows; G5 displays; GFC 500 autopilot
- N9537Q (C-172S): New engine & prop, G5 displays, OAT sensor
- N2711R (C-172S): G5 attitude indicator
- N662AJ (Cirrus SR-20): Avidyne 440s; MFD upgrade; transponder
- N78440 (C-172K): GTN 650
- N739BT (C-172N): New paint
- N97PD (C-172S): GFC 500, BAS 4-point seatbelts
- Various LED nav/collision/beacon light upgrades

Status:

- N737WS (C-172N): New engine on order, expected in June
- N2345Z (C-172N): Engine needed; date uncertain
- N513MM (Top Cub): In repair for ground loop
- N927CS (Cirrus SR-22): CAPS repack; engine inspection

"In Defense Of A Handheld Radio" by Martin Makela

In more than 40 years of flying little planes, I've never had a radio failure. Why bother carrying a handheld radio? And, as I have often told myself, I'll never actually need a backup radio because I have a cell phone. I like to buy shiny new aviation equipment as much as the next pilot, but I just couldn't justify \$250 for a handheld radio while flying BEFA aircraft exclusively. Our primary radios in the 650's never fail.

That all changed when I was fortunate enough to purchase N7LX (a 1947 Piper Super-Cruiser on floats) with fellow BEFA member Joe Miner. I started to look at a handheld radio a bit differently. The single radio in the Super-Cruiser is ancient and no longer supported by the manufacturer. It works, fine... for now. But the plane allows me to fly places that may not have cell service. The thought of being stuck on a mountain lake without communication was scary. That was enough justification to rationalize the purchase of a Sporty's PJ2 comm radio. I chose the PJ2 over others because I liked that I could plug my headset directly into it. With Foreflight I could see no reason to have a more advanced NAV/com radio. I have been flying for the past three years with the PJ2 safely tucked in my flight bag. Until last week.

Returning from a student flight, we approached KRNT on a busy sunny afternoon. Several fellow BEFA-ites were in the pattern with us. The Lake Youngs arrival had been routine and the touchdown on Runway 34 soft and pleasant, until a THWAK, THWAK, THWAK from the landing gear let us know something was definitely wrong. The plane came to a complete stop in the middle of Runway 34 near A-5. It was apparent we would NOT be taxiing anywhere anytime soon. With a full pattern and more planes arriving from both directions, over the radio we heard the tower controller's directive, "78440, expedite leaving the runway". It was not rude or inappropriate, but a clear directive of someone taking charge of a situation. You know the tone. "78440, unable, we have a flat nose tire", I responded as we shut down the aircraft to investigate. I heard the controller rapidly and professionally deal with the very full pattern and direct them to circle overhead as I flipped off the Avionics Master switch and shut down. We exited and inspected the gear. The nose landing gear was completely flat, but the rim appeared undamaged.

I immediately called BEFA and happily heard Wes answer. I explained the situation and he contacted Ace to get us a tow.

Now, we are standing next to a broken airplane in the middle of the runway with several planes overhead waiting to land. As much as I love being at the airport, this is not the place any pilot would like to be. Talk about the ultimate "Line Up and Wait".

Knowing there would be confusion and concern, I pulled out my PJ2 and called tower to announce again what had happened, that help was on the way, and that we were out of the aircraft safely with no injuries. I had never used it before other than to monitor my students when they solo in the pattern. By using the PJ2, it was comforting to be in direct and immediate contact with the controller and hear him safely managing the aircraft above. Just another reminder of the quality of the controllers we have at KRNT. While a cell phone would have worked, a phone call would just be distracting to an already busy controller. The handheld PJ2 radio worked perfectly to calm the situation and simplify any further needed communication with the controller. I could also monitor the pattern and be aware of any additional emergencies overhead that may have needed to land on the second half of runway 34. Thankfully there were none.

Within minutes, the Ace maintenance crew arrived and towed the plane off the runway without difficulty. We checked in the plane and the flight was over. I stopped by the tower on my way home and thanked the controller for the excellent work and apologized for his extra effort on my behalf.

The tire has been replaced and I have flown 78440 several times since then. I'm very happy with the decision to purchase and carry a handheld radio. It makes me think about other rarely used items that should be in my flight bag. Maybe I'll take another look in one of the many Sporty's catalogs I seem to receive each week.

Fly safe,
Doc Martin



Safety Officer: Bob Guthrie

Spring is near, I can tell, my fuchsia is in full bloom and I expect cross country requests will follow soon. When you send the xc form to the office, Diana makes a copy for me, the first item I look at is a small box on the right side "How many hours to next AD. There are at least two reasons for it to be blank, "I forgot", and the trip is so long in the future I won't know the answer. Wes put that question on the form to keep you from getting a long way from home when the AD is required, so put in the answer when you file the form, and we will know you are aware of the potential problem. The next thing I do is look at your pilot record form, for the Renton pilots, that is an easy trip to the pilot files, for those in Paine it is a little harder, so please send a copy of your records along with the cross country form.

Spring time means the freezing level is going up, 6000 feet means those IFR cross country trips are now possible, and I hope you take advantage of the opportunity.

I have one caution that you probably don't need to hear because our instrument instructors are a lot more thorough than we were forty years ago, but here it is, no matter what the temperature is, pitot heat goes on before you enter the clouds. When the ink on my IFR rating was barely dry I had the opportunity to fly my daughter to Portland, freezing level was 6000 feet, my plan called for 4000 feet some where near Olympia, air speed went to zero, it took 30 seconds to see the solution, it seemed like a lot longer, so I learned what I hope you all know "pitot heat on"... before you enter the clouds. Enjoy the season, and fly safe!

2022 BEFA CFI Leaderboard

500+ Hours	
Brian Jones	530
Mikel Moore	513
Adam Tomlinson	500
250+ Hours	
Howard Wolvington	253
Steve Kirsch	237
100+ Hours	
Matt Smith	164
Jim Simon	150
Oren Peterson	146
Charles Mallory	139
Doug Weller	135
Lis Saladino	115



*We send our heartfelt condolences
remembering our own
fellow pilot-Ray Rezab
March 2023*

2023 Crab Feed/ Annual Membership Meeting

-2022 Awards-



2022 Derdick Award Winner
Harium Martin-Morris!



2022 Member of the Year
Warren Morrison!



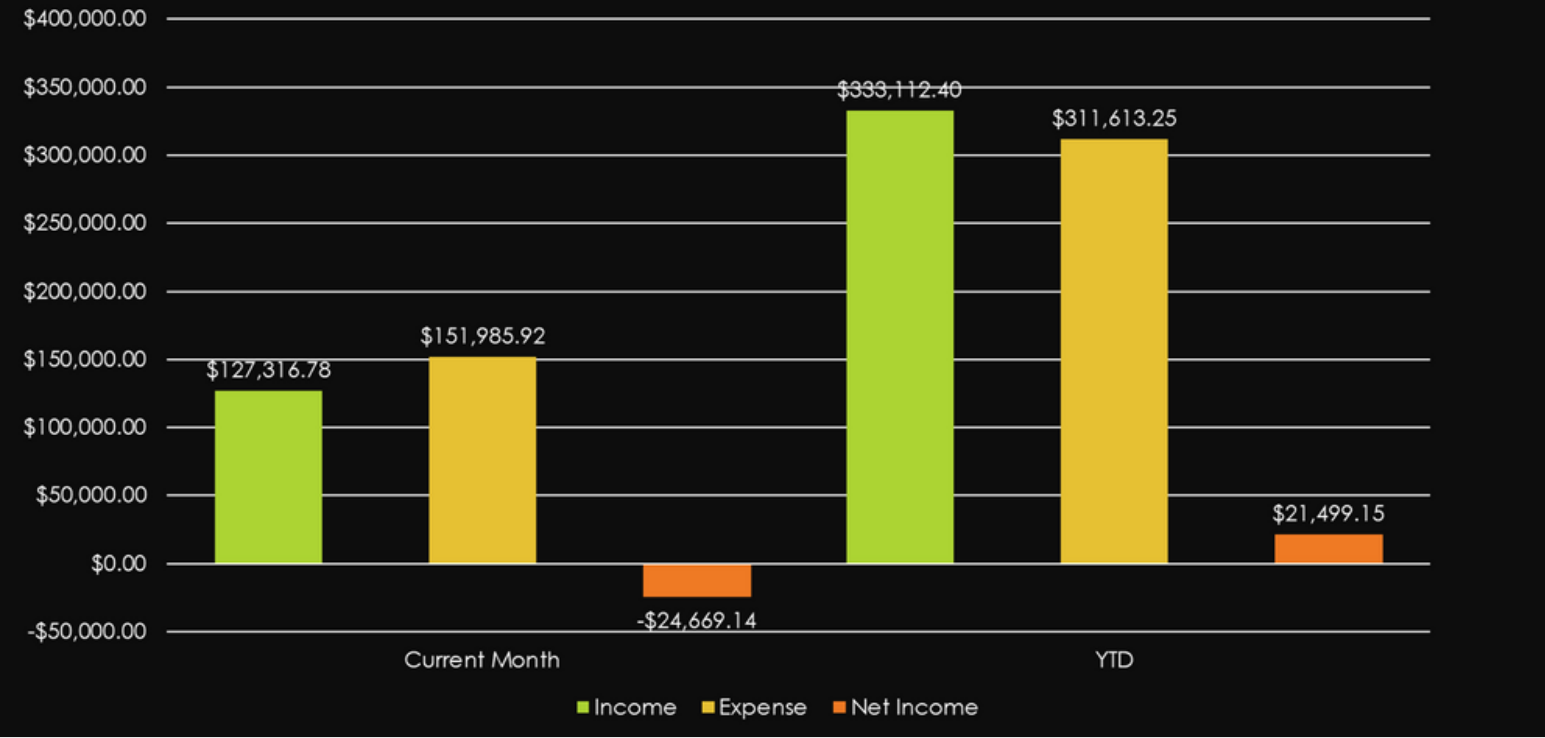
Curtis Jacobson Memorial Award
CFI of the Year



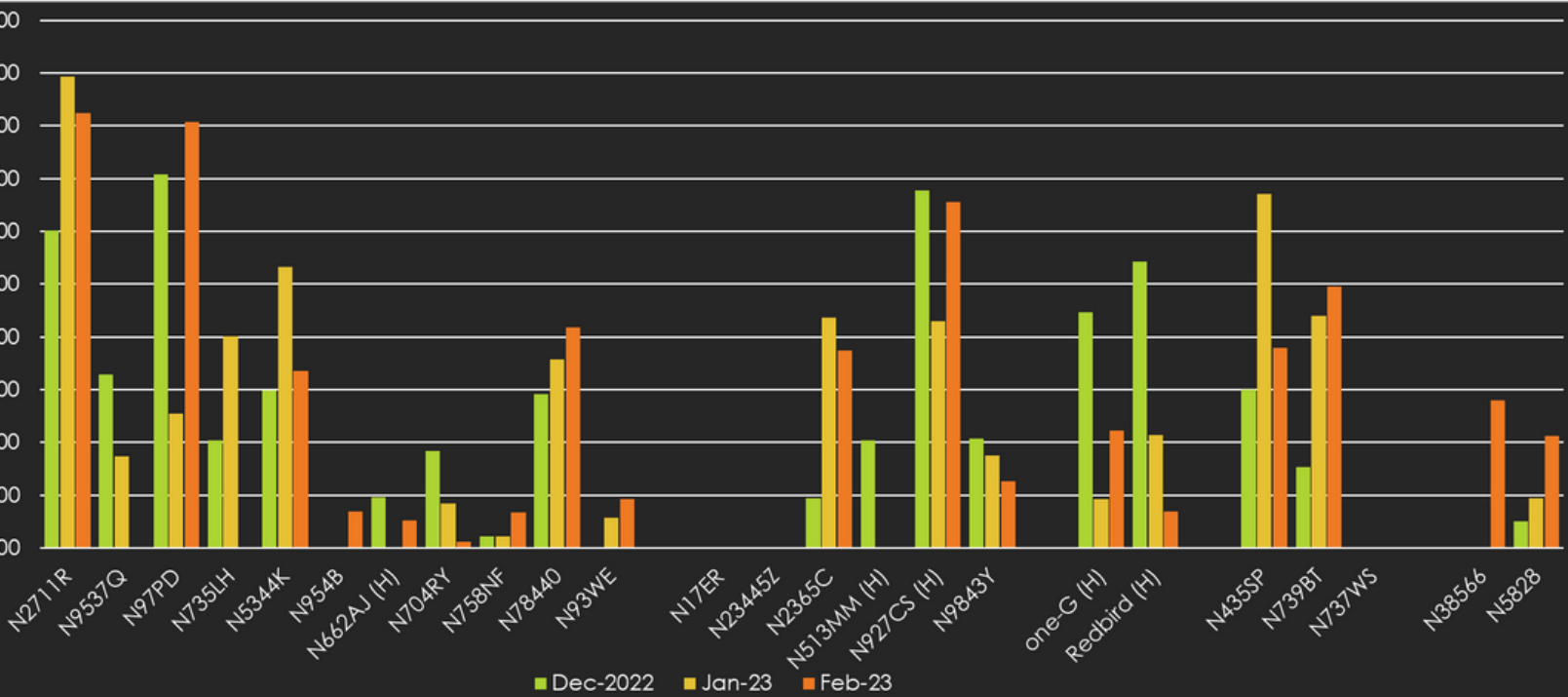
Mikel Moore
&
Adam Tomlinson

2022

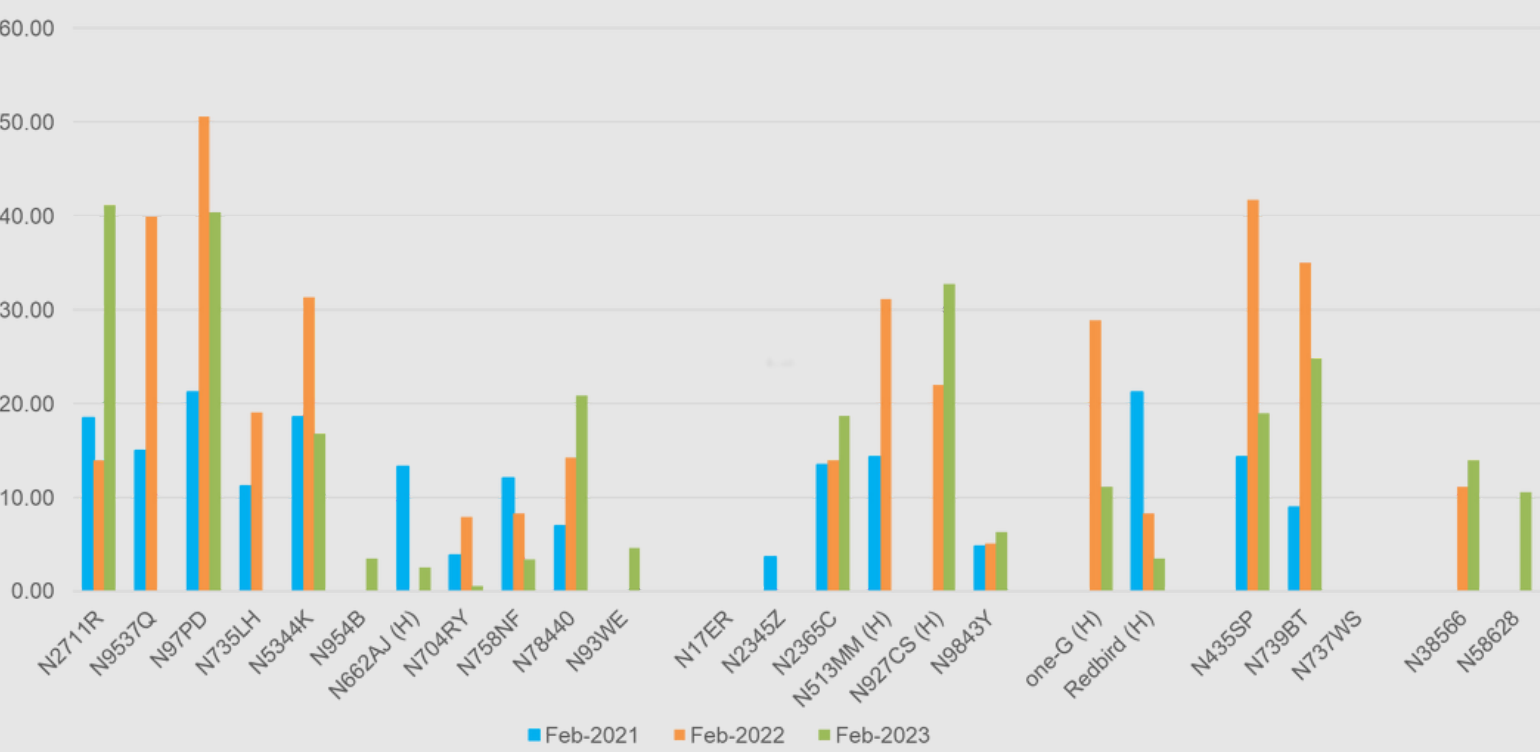
Net Income



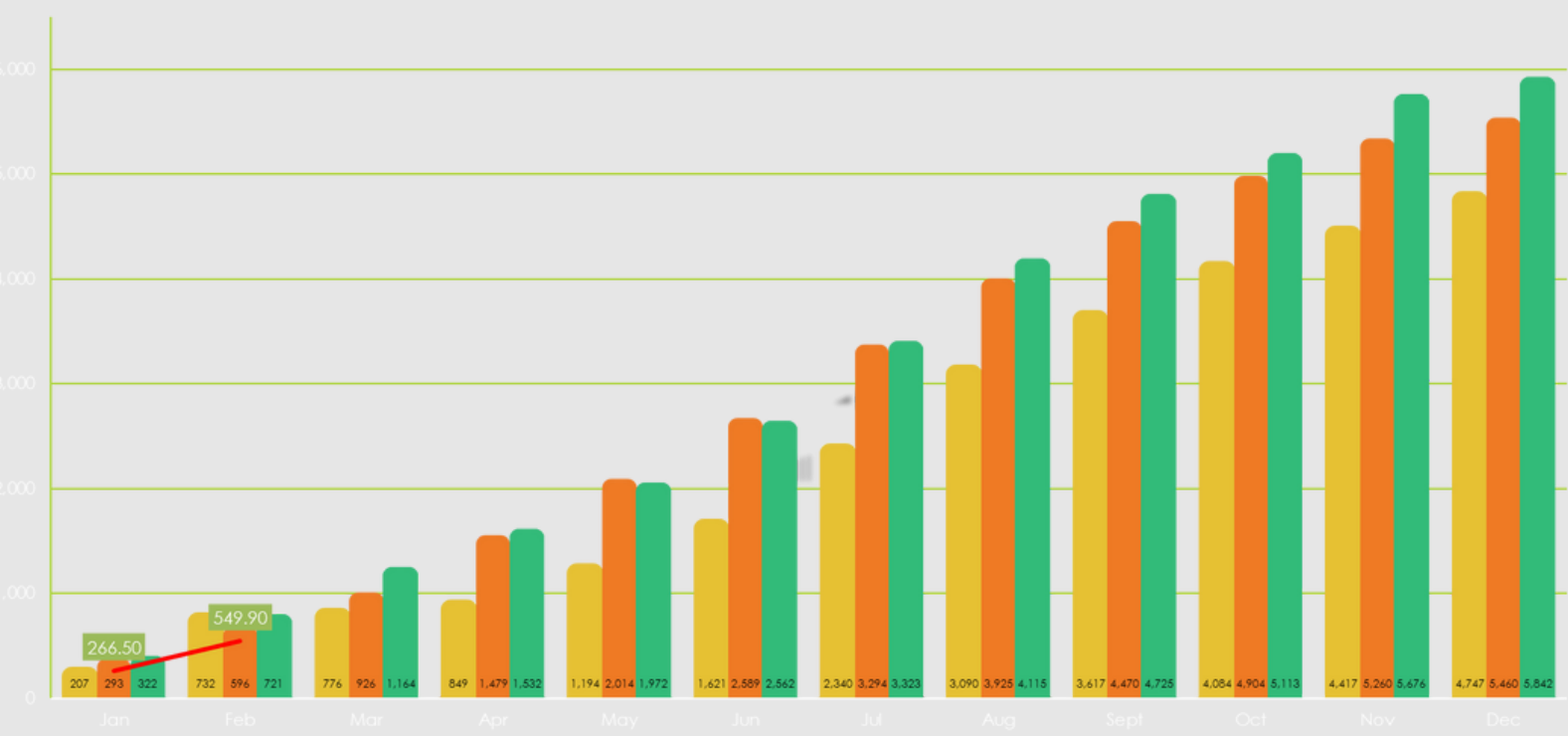
Fleet Hours of Operation
(past 3 months)



Fleet Hours of Operation (year over year)



Fleet Flight Hours YDT



Congratulations George Liang!
You Solo-ed!



Props R Turning!

Congratulations to Bryan Sydnor
on your Solo Flight!



Congratulations Kendrick Dlima
on your Solo Flight!

Flying Informed

When was the last time you reviewed the BEFA Rules of Operation for a particular flight or airplane you planned to fly? If you're anything like me on the day of the BEFA annual meeting and crab feed, it had been too long.

On that day, another BEFA pilot and I had planned to take the 182RG (N2365C) out to do some practice instrument approaches. Due to a pesky icing layer across the area sitting as low as 3000 feet, we decided to call off the instrument flying. Let's do some pattern work instead, we thought. I'd do 3 touch-and-go's, we'd switch seats at the base of the tower, he'd do 3 touch-and-go's and then we'd get the airplane tucked away in plenty of time for the meeting and dinner. I'm sure you can see where this is going.

We taxied over to the run-up area for our pre-flight checks. During the run-up, my pilot friend asked, "Can we do touch-and-go's in 65C"? Confidently I said, "yes, they just have to be stop-and-go's at night". In hindsight, I have no idea why I had that in mind. Maybe it was because I had done my most recent night currency flight per FAR 61.57 in 65C and still had that in mind. Or perhaps it was because I just hadn't reviewed the BEFA Rules of Operations recently enough. Whatever the case, after a short discussion in the run-up area, a bit of confirmation bias crept in and we both agreed that we were good to make a few laps around the pattern as discussed. We completed our landings, taxied back, and started securing the airplane. It was then that we were joined on the ramp by Wes and Scott who informed us of our mistake. Facepalm!

As BEFA members, we're fortunate to have access to a wide variety of aircraft that have varying degrees of capabilities and complexity. With that, however, comes the responsibility as pilot-in-command to have reviewed BOTH the applicable FARs and the BEFA Rules of Operation that pertain to any given flight.

For example, do you need a checkout with a BEFA instructor in the 182Q (N735LH) if you are already checked out in 65C? For those that are instrument rated, does a 6-month recurrent IFR checkride also cover your 6-month VFR checkride, or are both needed? Do you know what the maximum allowed crosswind component is for the new light sport RV12iS aircraft? (Hint: See section 19 of the Rules of Operation for the answers to these questions.) And that question of whether touch and go's are allowed in N2365C? Yep, you guessed it, section 19.3 states that they are prohibited for SEL and MEL complex aircraft.

While the answer to these questions may seem obvious, I would venture a guess there may be details in the Rules of Operation that may be new to you or you may have forgotten along the way. Revision J was just posted to the BEFA website earlier this month, so now would be a good time to go back and review the latest rules that apply to your flight and/or aircraft. In my case, it would've been easy to do a quick check of the Rules of Operation in the run-up area or perhaps to have erased any doubt by just requesting stop-and-go's.

As we all know, staying informed on all of the applicable rules, regulations and airworthiness factors is the responsibility of the pilot-in-command each time we fly. Hopefully this will help serve as a good reminder to go out and review the Rules of Operation from time to time and especially when there is any doubt as to what is allowed. In addition to the safety of flight considerations that these rules are in place to protect, it may also save you the humbling experience of an unsolicited ramp visit from the Operations Manager when you least expect it.

Operations Manager:

Wes McKechnie

HEADS UP ON AUBURN AIRPORT - 28 DAY CLOSURE LATE SUMMER

The exact dates are as yet undefined, but Auburn Airport will have a 28 day closure for runway improvements around the August – September time period. Pavement maintenance and upgrades will be done, along with demolition of the existing VASI's with new PAPI's taking their place, new CFAF (122.95), grading, LED lighting and fencing will be some of the improvements, along with a new 600-1 instrument approach to RWY 35, later in October.

See: <https://auburnmunicipalairport.com>



BEFA RULES OPS REFRESHER

In addition to the excellent article in this month's newsletter on refreshing yourself on the Rules of Operation. Remember an obscure rule that can be forgotten is the section in ROP 19.1, GENERAL, that a one-time right seat checkout is required to fly PIC from the right seat, and pass a recurrent check ride from right seat at least once from the right seat every 12 months. This is easy to do, just alternate your 6 month check with your flying from the right seat. Also, make sure your CFI notes that that particular 6-month check ride was noted as being done from the right seat in your logbook.





BEAVER FEVER

758NF IS ON WHEELS FOR A FEW MONTHS

UNTIL 758NF FLOATS ON ITS OWN, ANY MEMBER GETTING A 758NF SIGN-OFF ON WHEELS WILL BE OFFERED A DH2-C DE HAVILLAND BEAVER FLOAT FLIGHT ON A SHARED COST BASIS.

THIS WAS A POPULAR ACTIVITY IN THE PAST WITH FLIGHTS TO VICTORIA, THE SAN JUAN ISLANDS, AND MOUNTAIN LAKES.

UP TO 6 PEOPLE CAN BE ACCOMMODATED PER FLIGHT.

To coordinate, contact Wes
McKechnie asap

Program
Begins
March 2023

Flying Start Program

ATTENTION:

Student pilots & Rusty pilots!

3-Month Trial

Participating Aircraft

- **N704RY: \$100 Hobbs**
- **N78440: \$130 Hobbs**
- **N758NF: \$160 Hobbs**

Contact Wes McKechnie to get started!

Operations@befa.org

No Charge for the CFI (Wes)

Wes can only log 8 hours a day, so sign up early!



*The Flying Start program allows
New BEFA members to feel welcomed,
encouraged, and given the information
needed for a smooth transition into their
aviation training.*

April 2023

Spring Fling!



WELCOME BACK LOA MEMBERS!

--FOR THE MONTH OF APRIL--

**LOA members can use all BEFA aircraft
for dual flights with a BEFA CFI.**

Current medicals are not required.

*Feel free to bring along family and friends
considering WB/CG requirements.*

**Pre-plan with your CFI for hard-core training,
local scenic, mountain, night, or cross country.
Be sure to coordinate early with BEFA staff for any
needed assistance. No limit on the hours or number of
flights (within our ROP). As these are refresher
training flights, they are tax-exempt. Do the
homework, kick the tires, and light the fires.**

Enjoy!

Now available for purchase!



\$18.00



\$18.00

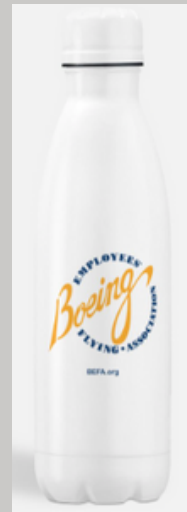
Get your Rainy Day BEFA gear!



Price varies: \$42-50



\$20.00



\$18.00



THANK YOU VOLUNTEERS

- Kevin Chaney for adjusting shelves in the storage room for Staff
- Kevin Chaney for picking up logbooks at Bremerton Airport
- Julia Bitzes for Maint. Taxi
- Skip Sethmann for picking up new RNT airport information handouts
- Paul Ust and Bob Guthrie for picking up our airplane from Ace Aviation
- Charles Mallory for repositioning airplanes and taxi time
- Nick Patrick for Aviation presentation to RNT H.S. district ground school
- Mike Kiliz, John Vian, John Sippel, Dave Schoeggle, Brian Skeen, Estelle Fortes, Skip Sethmann, and so many more for helping prepare the hangar and dining arrangements for the Annual Membership Meeting and Crab feed.
- Julia Bitzes and Lexi Ortale for rigging the BEFA ramp for wind.
- A Special Thank you To Millicent and Derrick Rhoades for brokering a great crab deal and cleaning/cooking them for our dinner! Not an easy task!



***Next Board Meeting: April 20th, 4:00 PM
Museum Of Flight (MOF) North View Lounge***

Aircraft Rates

Boeing Employees' Flying Association (BEFA)

Rates for: Apr-2023

Airplane	Make/Model	FAA Equipment Codes	Year	Useable Fuel (gals.)	Color(s)	Hourly Rate
N704RY (1)	C150 (M)	/U VFR	1977	22.5	Blu/Wht	\$ 100.00
N78440 (1)	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 130.00
N739BT	C172 (N)	/G IFR	1978	40	Wht/Blu	\$ 158.31
N737WS	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 158.31
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 182.01
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 158.31
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
N954B	RV-12iST	G/VFR	2021	20	Blu/Wht	\$ 140.00
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 237.60
N735LH	C182 (Q)	/G IFR	1977	75	Wht/Blu	\$ 208.56
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 241.24
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 220.08
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 210.92
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 315.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 191.07
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 285.87
N758NF (1)	R172K XP-II (Float)	/G IFR	1979	68	Wht/Red/Blue	\$ 160.00
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



STAFF CONTACT

INFO

Ops Manager: Wes McKechnie

Work Cell: (425) 919-6552

Operations@Befa.org

Asst. Ops Manager: Jordan Ming

Work Cell: (425) 919-6532

Asst.operations@Befa.org



Office Manager/Editor &
Newsletter Creator: Diana Cassity

Renton Office: (425) 271-2332

Office@Befa.org

Accountant: Millicent Rhoades

Accounting@Befa.org

BEFA INFO

OFFICERS

President: Bob Moore

(206) 718-8543

BefaPresident@Gmail.com

Executive Director: Bob Ingersoll

Vice President: Joel Purification

(206) 251-1608

787Bunny@Gmail.com

Operations Officer: Scott Hunziker

(425) 221-5952

Scott.Hunziker@Gmail.com

Safety Officer: Bob Guthrie

(206) 372-6052

BobGuthrie30@gmail.com

Treasurer: Harium Martin-Morris

(206) 795-9844

HMarmo@Gmail.com

Secretary: Rohan Sharma

(515) 441-3052

RohansSharma92@Gmail.com

SOCIAL MEDIA



@BEFA.Washington



@befa.washington



@BEFA_Washington

PAINE CONTACTS

PAE Focals

Steve Kirsch
Mike Dubbury

PAE Ops

Jordan Ming
(425) 919-6532

PAE Maintenance performed
by Regal Air

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 (425) 221-5952
Any Board Member
Ace Aviation