

FEBRUARY 2023



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



Welcome New Members!

Elisha Makarevich I PAE

Hyungu Kim II RNT

Ron Wade II Both

Gagandeep Bhandal I RNT

Joshua Lew I RNT

Bryan Marden I RNT

Rajesh Garre I Both

Kari Champoux I RNT

Ali Alsaleh I Both

Rajesh Garre I Both

Hyungu Kim II RNT

Kari Champoux I RNT

Ron Wade II Both

Solos

Caleb Pool Moore

Madeleine Edbom Moore



President: Bob Moore

One of several new concepts we are looking at is what we are calling our “Flying Start” program. The idea is to have a hands on plan from Day 1 to get new members in the air on Day 1.

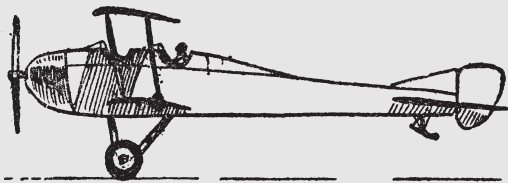
This concept will also apply to Rusty members and Pinch Hitter students.

If you have not flown in awhile, do your homework and kick the tires.

To make this happen we will use 3 specific aircraft, and we will use Wes as our dedicated staff CFI at “no charge “ to the member. After a thorough orientation on the ground and in the air, Wes will offer assistance in linking up with an on going CFI. This program is not mandatory for anyone. For CFIs looking for new students – contact Wes.

At the February 4 Round Table, Jesse, weather permitting, will demo his immaculate fuel injected Kitfox, and share some of his tailwheel experiences. And speaking of adjustments on the fly, we are going to a new 1st dozen supplier.

Bob Moore



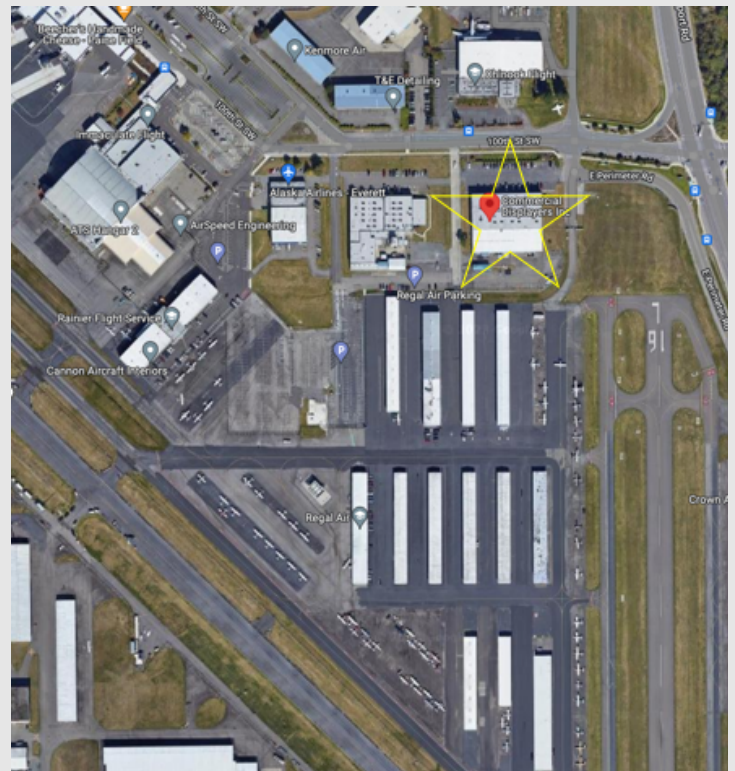
You are invited!
Feel free to attend our
round table discussion
every 1st Saturday of
the month!

Asst. Ops Manager Jordan Ming

I'm excited to announce that we have an office space at Paine Field! More details coming soon.

2916 100th St SW building c70-5 suite E, Everett, WA 98204

- 1700 sq ft
- Heat/AC
- Wi-fi
- Restroom
- Kitchen
- Fridge
- Dishwasher



Those Nasty Easterlies

by Scott Hunziker

"Winds from the east." Did that send a chill down your spine? Maybe not, but I'll explain here why it should at least get your attention. As with so much of our weather, local terrain is what makes things interesting and complicated. Even with a thorough preflight briefing, knowing what's going on with these east winds can make you better prepared for the weather you'll encounter.

I'm not a meteorologist, nor do I play one on TV. But there are some great resources for learning about our local weather; I'm pulling much here from the book *The Weather of the Pacific Northwest* by Dr. Cliff Mass, a UW professor. (I highly recommend his blog at <https://cliffmass.blogspot.com/>.)

Due to the Coriolis effect, winds tend to parallel lines of constant pressure. We all had to know that for our FAA written exams. As I write this, there's a nice example in the current forecast. The figure shows a huge low-pressure system in the Pacific. Sure enough, there are big winds circling around the low. But that's at 18,000'; down low and near

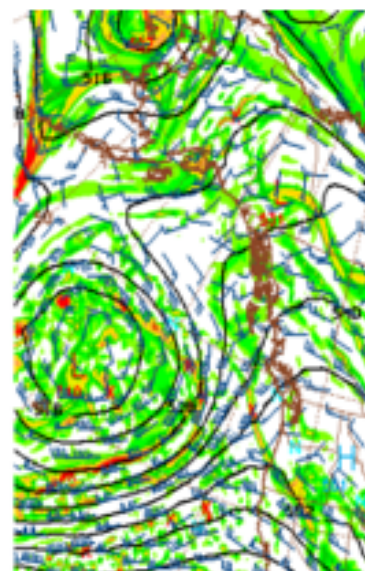
terrain, the winds will tend to cross those lines of constant pressure and flow from high pressure to low.

The next figure shows the topography of the Washington Cascades. There's an obvious gap along the Columbia River but notice the other more subtle gap in the middle of the state, known as the Stampede Gap. When there's high pressure east of the mountains and low pressure on the west side, the air naturally flows through these gaps.

You might expect the gaps to act like venturis, with the highest winds and lowest pressures right at the narrowest part of the gap. That does happen to some extent, but there's a common twist. If the air on the east side is much colder than that on the west side, it tends to stop up the flow in the gap. It then accelerates dramatically as it spills down into the warmer air to the west. With the right vertical structure, mountain waves can further accelerate these winds.

These downslope winds can be extreme. Winds of 100 knots have been measured in Enumclaw during these conditions. The currents generally have distinct boundaries, with only light winds a short distance away. Perhaps you've noticed the high-wind warning signs along I-90 near North Bend; like Enumclaw, that area is often in the middle of one of these currents.

It isn't just high winds that result. Imagine the terrain in that Stampede Gap area acting like a huge line of vortex generators. The flow behind them is turbulent. Regardless of the wind speed, our east winds tend to be more gusty than other winds, and that can cause problems for a light aircraft.

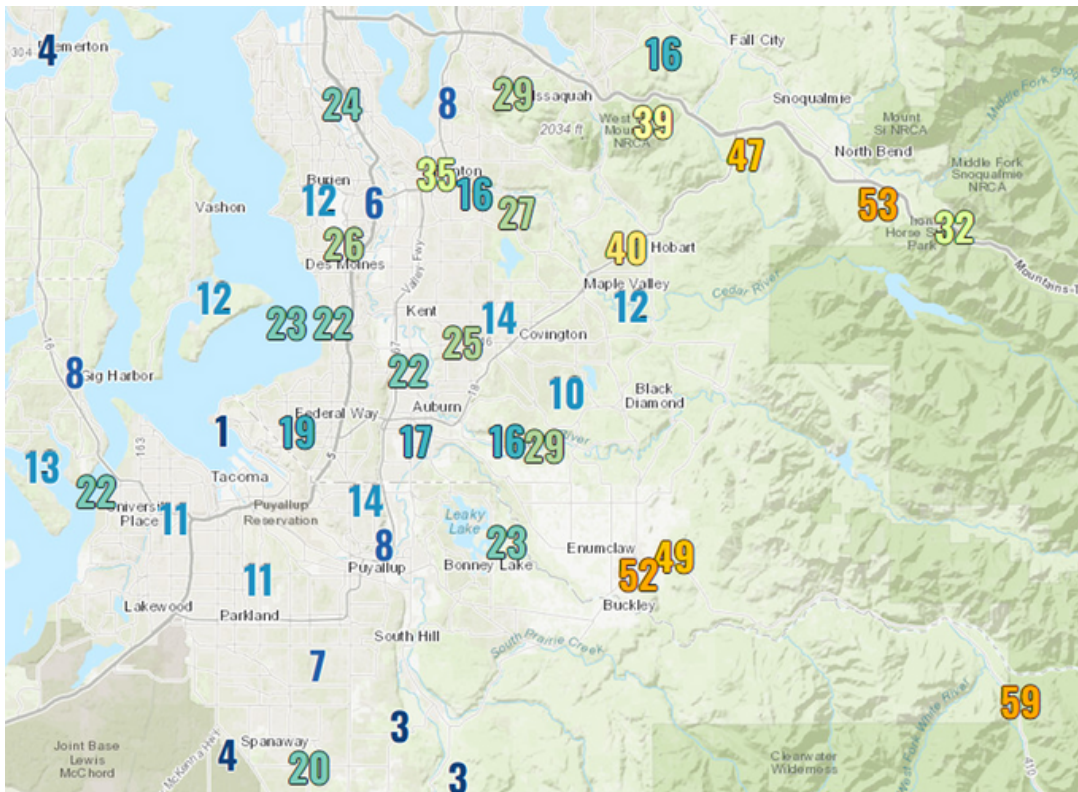


Let's look at a recent example, during which one of our Cessna 172s (N9537Q) suffered a prop strike at Renton. On January 4, 2023, we had the right conditions for a moderate east wind event. Three days earlier, Dr. Mass wrote in his blog: "with a strong low offshore and higher pressure over eastern Washington, a large pressure difference will develop over the Cascades, resulting in strong winds over the western foothills of the Cascades, particularly in locations like North Bend and Enumclaw." The forecasts nailed it; the figure shows the measured gusts in knots at 3:00pm that afternoon.

Sure enough, there's Enumclaw with 52 knot gusts, and the North Bend area with 53. Renton reached gusts of 35 knots, with slightly higher gusts later that evening.

Notice how light the gusts were in the Bremerton area, outside of any of the downslope currents. Thun Field also had light gusts. The good news is that these east wind events are generally forecast with skill. What's more, the high winds tend to be localized; often you can find much better conditions without going very far.

As the PIC, it's up to you to make an informed go/no-go decision. But in these kinds of events, BEFA may halt operations; check with Operations if you have any questions. In any case, east winds in this area demand your respect.



Operations Officer: Scott Hunziker

Two and a half minutes more daylight every day and accelerating:

I love that about this time of year. And OK, there are probably hearts and valentines on the cover of this newsletter. But what really gets me going about February is the NW Aviation Conference in Puyallup.

Nope, not kidding. With something like 75 hours of seminars plus exhibits covering the Northwest aviation industry and beyond, my problem with the show is that I can't see it all. February 25-26 – if you aren't out committing aviation, then I hope to see you there.

At the January meeting, the Board approved a set of changes to our BEFA Rules of Operations (ROP). This is Revision H and should be available on the web site now. As a pilot you're familiar with the POH of the aircraft you fly, and as a BEFA member you need to be familiar with the ROP. The changes, with rationale, are listed at the end of the document.

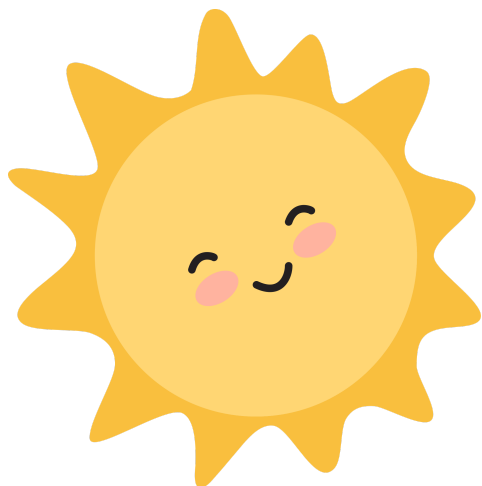
Some changes involve recurrent checkrides and currency. Where possible we tried to add clarity and not make these rules any more complicated than they already are. But there were changes, and I ask every BEFA pilot to review this section because they could well affect you.

Another change is an update to the required equipment for flight in IMC. All BEFA planes certified for IMC meet these requirements, so it should only be an issue when there is equipment that is inoperative.

Exceptions can be made on a case-by-case basis.

Now is when I'm thinking about the trips I'd like to take this year. Oshkosh, of course, but where else? The ability to take an airplane on an extended cross-country at a reasonable rate is a remarkable benefit of being a BEFA member. It will surely be memorable, but could also lead to challenges if you aren't prepared. So if you're also thinking about a trip, start getting prepared. The process for extended scheduling includes an approved itinerary. The details are – you guessed it – in the ROP.

Fly safe, friends!



Safety Officer: Bob Guthrie

We had two flights in the last five weeks that didn't end well. One a prop strike, and the other a ground loop wing tip strike. It put two airplanes out of service and cost us a lot both in money and access to our planes. So, I thought I would write about the atmospheric component of this - the "wind," and the resultant human component of decision-making that were significant impacts on the accidents.

The first flight was in the 513MM, our Cub. The pilot was current according to our rules and appeared proficient, in that he had been flying regularly. This flight departed on what was on a calm day, and he almost accomplished what he intended to do. However, when he got back to RNT to land, the winds were 310 degrees at seven knots and RNT was landing on RNWY 16. He attempted the landing and reported the touchdown was normal, and suddenly the plane swerved left into the wind, resulting in a ground loop and damage to the left wing.

My memory is tricky at best, but I went to Oregon to get checked out in the Cub when it was new and I saw how well the airplane handles a crosswind from the front in the hands of a good instructor pilot. I remember the instructor warning us about crosswinds, particularly from behind striking the tail, (a tailwind). The instructor pilot recounted that he does not attempt landings with tailwinds.

We at BEFA are "self-dispatched", and we make the decision to fly or wait. In my opinion, the Cub pilot should not have attempted the landing with crosswinds from the tail. What are the options? Be aware of what the windsock and other elements such as trees and water are telling you, and, you can request updated wind checks from the tower. Don't assume the wind speed and direction are still what is on the ATIS. You can also tell the tower you want to land on the runway with the headwind. Or, choose another airport with favorable winds. If the tower is not too busy, you can even request, if they don't offer wind conditions at a nearby airport.

The second flight was in a C172. If you look in the manual you will find a demonstrated crosswind component, 15 knots for instance. Yes, it is not considered a "limit" but the maximum tested during certification in the available conditions. In practice, most pilots use this or usually less as their limit dependent on experience. Remember the test pilot was flying a brand new airplane during certification, if a Cessna probably in Wichita, Kansas, where a normal wind is around 20 knots from the South in the summer and from the North in the winter and there is nothing to disturb the flow beyond a couple of barb wire fences. But that is not where we fly.

The level and severity of multi-directional gusty winds in our area should be the qualifier here for consideration. We should all know when the wind is 20 knots out of the East in Western Washington, and particularly at Renton Airport, the landing will be very challenging if not hazardous. Even a proficient, experienced pilot who has been flying regularly will be at risk and potentially exceed the capabilities of the aircraft and their skill while landing in those strong easterlies. These are not to be challenged. The pilot reported that he had a personal limit of 25 knots, but did not include a different number for crosswinds, and the day he chose to fly the reported gusts were beyond his personal limit. Factor in as well as the rare, strong severe easterlies and he briefly lost control and got a prop strike. Briefly is all it takes... We now lose revenue from the use of one of our favorite 172s for some time.

There is another story that ended well, one of our pilots was an ex-B-52 Captain, and now current Airline Captain of several thousand hours in many makes and models. He was planning a cross-country flight, got all the reports, looked at the weather, and instead of starting, stopped to think about it, talked to Wes, considered the forecast, and made a successful flight after careful deliberation. Without any prompting, he provided his pre-flight weather reports and crosswind component calculations, and enroute weather indicating he was within his safety envelope. That is what we all should strive to do. And, if in doubt, cancel and stay on the ground. And lastly, pay attention to the general news forecasts.

My motive is not to have you ask permission, but to do the homework, have a "safety envelope" to stay contained in it, and then make the conservative decision... See your Operations Officer, Scott Hunzikers' newsletter article on the same issue, which educates us on the science of these notorious easterly winds we can get.

HOW A TAXI CAN GO WRONG

It's time for the Operations Manager to fall on the sword of shame. Many of the BEFA articles of "there I was" revolve around flight operations. Well, here's how even a taxi mistake I made can bite you, and hopefully we can all learn from it. This is how preoccupation and distraction with an event and not following protocols can even affect something as simple as repositioning of a plane.

During the last big windstorm that hit us on January 4th, N5344K was down at Ace for resolution of a dead battery/GPU plug issue. We had an active day already with the prop strike on 9537Q and keeping the hatches battened with the severe winds. As we were packing up, Ace called to have us pick up 5344K as the dead battery and GPU plug inop squawk had been fixed. I requested that it be kept in their hangar at Ace and we'd pick it up the following day. The strong southeast winds were not subsiding, and taxiing a light plane back was not something desirable to do! I asked if they could keep it and we'd pick it up the next day. Unfortunately, I was informed that there was no room in either of Ace's hangars nor were there any tiedown spots available at Ace. So, it had to be taxied back to BEFA as leaving it on their ramp without tie downs was not an option with those winds.

Taxiing in those conditions was not something to look forward to either without at least some extra weight in the plane. Fortunately even though it was the end of the day, there were a couple of amenable and burly BEFA pilots hanging around the lobby that were about to leave for home and were graciously agreeable to be the needed "ballast" to help stabilize the plane on the ground for the taxi back. That felt much better...

The three of us wrangled the plane from Ace for a challenging taxi back, and not just for the focused-on weather event! Upon contacting Ground control, they instructed us to taxi via Bravo, to Bravo 4 and hold short. Generally, they instruct one to taxi to Bravo 6 then cross to Alpha 6 which is then a straight across taxi over the runway. Bravo and Alpha 4 are a bit offset. This was the first I can recall of being asked to use Bravo 4 in a reposition across the runway, and even for my home airport was not familiar with using these for runway crossing. After holding short and being cleared to cross RNWY 16 in some blustery gusts, I found in the scope of the planes taxi light that my nose wheel was heading to crossing over the west edge of the runway, just north of the Alpha 4 exit and the nose wheel went onto the infield. Well, close, as they say, but no cigar... I had to turn around as my perceived break in the runway/taxi lights was obviously not the Alpha 4 exit (!) and necessitated the nose and left gear doing looping turn onto the infield to get directed back on the runway and then to the Alpha 4 exit next to us.

Other than dealing with control inputs for the wind, fortunately the rest of the taxi was uneventful, though getting the plane pushed into the stall was entertaining. Let's examine my mistakes and folly and see where my faults were, and what I wished I had done.

1). Don't let the preoccupation with the inclement weather and subsequent controlling of the plane distract you and don't take for granted the taxi at a familiar airport is going to be normal. Keep your head into the destination and navigate accordingly for the whole route.

2). I had options and didn't use them. Keep the big picture in mind and use the resources on board! I had two other pilots I could have used to direct me and didn't use that resource. It is common that in a required two crew cockpit, the flying pilot always focused on maneuvering the plane, and the non-flying pilot was directed to watch the chart and navigate, helping direct the pilot. I utilized neither of those two things, did not exercise proper PIC skills and should have known better having done that for 6+ years in two crew cockpits. Not professional. A taxi is never "just a taxi".

3). Again, I had more options, and didn't use them... I should, as required, have had either a paper chart or the runway/taxi diagram up on the GPS to use. I intuitively do it in clear, bluebird days, why not a miserable night? That exited the brain and would have been the backup to keep my situational awareness in better check while dealing with controlling the plane on the ground. While challenging, both were certainly do-able, but not done. Familiarity of airport breeds. well, you know.

4). Right from the get-go, I should have declined the Bravo 4 to Alpha 4 crossing, especially given the conditions that night, and simply requested the familiar and standard Bravo 6 to Alpha 6, or an even easier, Bravo 7 to Alpha 7 crossing. That's a prerogative.

Moral of the story here - Take control of the situation, and then keep control, especially when potentially distracted. I let the controller direct me instead of me taking control and directing the situation to remain in my comfort zone and the best route possible. There were certainly no other planes landing at RNT on a night like that! I asked myself why I didn't take charge and stick with the familiar? No excuses. The weather, while a contributing distraction, should in fact have really been the reason for extra vigilance and conservatism in the other areas of operation and is no excuse for my performance that night. It was a perfectly containable situation, and I should have known better. As you can see, flying and even taxiing will bite you at any moment, and feel very fortunate that my unprofessionalism did not prevent us from getting 5344k safely back into its the nest for the night.



Treasurer: Harium-Martin Morris

ATTENTION

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 go to: BEFA.org and
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 log in, you will
see menus only available to members.

Has your pilot status changed?

Pilot Update Forms are located on the
counter by the Tach books or on Befaf.org

- Pilots/Instructors remember to
inform the office once you become a
rated pilot to upgrade to class II, and
if you upgrade to class III (high
performance, complex, taildraggers,
floatplane)
- Status changes such as LOA (Leave of
absence) requests
- Change of contact information
- Re-activation of flight status

RV-12iS Ground School

- Systems
 - Avionics
 - Preflight
-

Saturday, February 11th
10:00AM

Renton Classroom

Instructors:

Adam Tomlinson

& Jordan Ming

RSVP: Asst.operations@befa.org





Winter Lenticular Cloud off the East side of Mount Rainier
Photo by: Bob Hardin



Congratulations Caleb Pool on your solo!

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.*

Now available for purchase!



\$18.00

HAPPY
VALENTINE'S
DAY



\$18.00

Get your Valentine some BEFA gear!



Price varies: \$42-50



\$20.00



\$18.00





THANK YOU VOLUNTEERS

- Gary Pipkin for checking and securing planes during the January 4th windstorm.
- Charles Mallory for his training presentation on the SR-20 Cirrus Avionics upgrade
- Herb Johnston for hangar support.
- Charles Mallory for repairing the N662AJ aircraft cover!
- Leeland Kemper and Kirk Running for relocating a simulator to PAE.
- Mikel Moore & Adam Tomlinson for their continued support with BEFA operations
- Doug Weller for designing and making TKS fluid drip panels for the SR22
- Rocco Buty for plane wash training and fleet prep for the windstorm

Next CFI Meeting
February 22nd 4:00PM
Zoom Available



Next Board Meeting: February 16th 4:00PM

Aircraft Rates

Boeing Employees' Flying Association (BEFA)

Rates for: Feb-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	\$ 155.17
N737WS	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 155.17
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 178.31
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 155.17
N435SP	C172 (SP)	/G IFR	1999	53	Blu/Yel/Wht	\$ 178.31
N97PD	C172 (SP)	/G IFR	2000	53	Blu/Yel/Wht	\$ 178.31
N9537Q++	C172 (R/SP)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 178.31
N2711R	C172 (SP)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 178.31
N513MM (1)	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N17ER	RV-12iS	G/VFR	2021	20	Gry/Red	\$ 138.76
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 232.05
N735LH	C182 (Q)	/G IFR	1977	75	Wht/Blu	\$ 204.12
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 236.03
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 215.64
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 207.22
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 315.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 187.19
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 278.95
N758NF (1)	R172K XP-II (wheels)	/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

All aircraft hourly rates include monthly adjusted fuel rate.

++ R model, but equivalent to SP model after STC mod

(1) Billed via HOBBS time

*Plus cost for oxygen, if used

Abbreviation: M for Members, NM for Nonmembers

Equipment Codes: /G (GPS & Mode C transponder)
/U (No DME & a Mode C transponder)



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PAE Maintenance performed
by Regal Air

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