

MARCH 2023



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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

Welcome Home! N954B



Welcome New Members!

Gagandeep Bhandal | RNT
Joshua Lew | RNT
Shane McLeod | PAE
Frederick Piasecki | RNT
George Andreev | RNT
Steven Kann III Both
Charles Lockart III RNT
Urooj Qureshi | PAE
Bryce Morton | PAE
Mikel Pardue II RNT
Phillip Ratliff III Both
Matthew Johnson | Both
John Bartlett II Both
Chuck Lockart III RNT

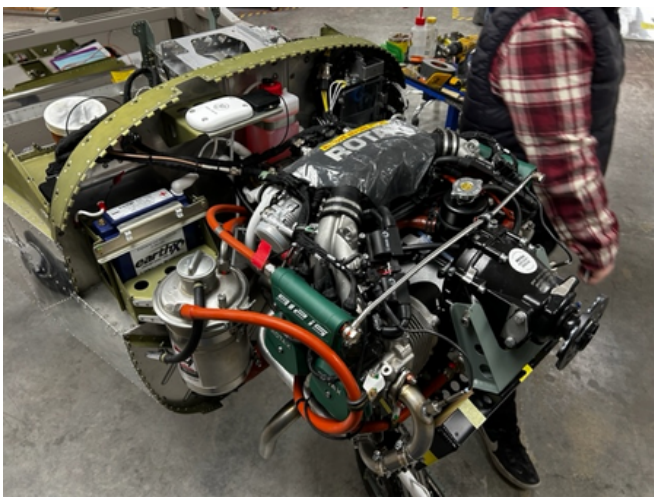
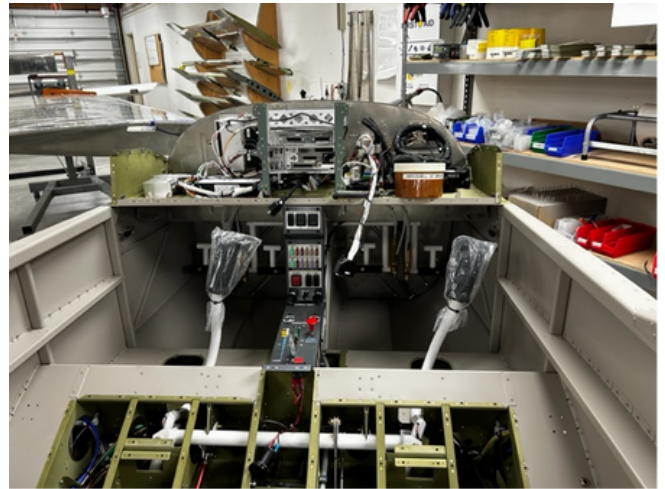
Pilot Tested and Approved!

A double thumbs up from CFI Matt Smith



www.befa.org

BEFA Sneak Peek!



***Our second RV12
being built SN12133***

President: Bob Moore

Spring Fling

Welcome back all LOA members. For the month of April, all LOA members can use all BEFA aircraft for dual flights with a BEFA CFI. Current medicals are not required. Use the month of March to pick a tail number, grab a POH, refresh the numbers and checklist, and pre-coordinate with a CFI for any ground instruction or prerequisites the CFI may require. Use the opportunity to revisit a favorite A/C or explore a new adventure in our fleet or on our CFI list. You may want to venture north to our refreshed A/C and operations at PAE or south to RNT.

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 the 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!

Beaver Fever on Floats

N758NF will be on wheels for several months. We are working at a feverish pace to resolve this issue. Until 8NF floats on its own, any member getting an 8NF 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 get your 8NF wheels checkout, contact Wes. Since arranging Beaver time in the peak summer season will be difficult, the sooner we have a flight load the sooner you will get the fever. In the past, we made enough stops for everyone to rotate through the front seat. Flight routes and parameters will be determined by the PIC. Bring your camera, and headset, and enjoy a great flight!

PAE Expansion

Outstanding effort by Jordan and Harium to get our new office up and running. We will use this space for onboarding new members, a new BEFA ground training facility, self-dispatch, pre/post flight briefings, flight simulator, Board meetings, CFI meetings, and PAE planning discussions. To support this operation, feel free to nominate additional aircraft to the BEFA fleet

Asst. Ops Manager: Jordan Ming



Paine Field update:

- Our New office space is up and running come by and check out our new PAE BEFA home!

**N17ER RV-12iS is
located at PAE!**

Contact Matt Smith
or Jordan Ming
to get checked out!



Vice President: Joel Purification

“What’s the most important thing?” was the question my CFI asked me on my first BEFA training flight.

Saturated with a billion things going on around me, I don’t know how I recall this story... His answer was, “The next two things.” Now when I think back on that historic day in aviation history in 2008, I can’t help but think of the next two (or more) things around the corner for BEFA...

If you haven’t been around the barn recently, you would have noticed some flashy new equipment painted in a resplendent BEFA blue livery. A NEW PLANE! Since 2008 I never recall smelling that new-car smell in our fleet – ever! And we’re not just getting one RV-12, we’ve got her sister ship delivering ‘factory fresh’ in March.

If you prefer barns north of Lake Washington, we just hosted the Paine Field Open House at our new office on the airport property. We now feature a true “north hub” operation that rivals the BEFA Renton location featuring: heat, bathroom, carpets, front desk, staffing (Jordan), office for FAA oral exam, kitchen, hot water, and parking, among many other expected amenities.

All of this expansion of BEFA is to get ahead of the surging demand from the new Boeing flight incentive. And our new President is leading the charge. The board is looking at many new pilot-friendly initiatives that we cannot wait to roll out to you.

So, sit back... enjoy the new benefits BEFA has to offer and we’ll share a little more at the Crab Feed/Annual Membership Meeting on March 25.



The PAE Open House attendance was a great success!



You are invited!

Feel free to attend our

- ***Member Round Table Discussion every 1st Saturday of the month at 9:00 AM.***
- ***Board Round Table Focus Discussion 9:00 AM every 3rd Saturday of each month at RNT***
 - ***also open to members!***

Safety Officer: Bob Guthrie

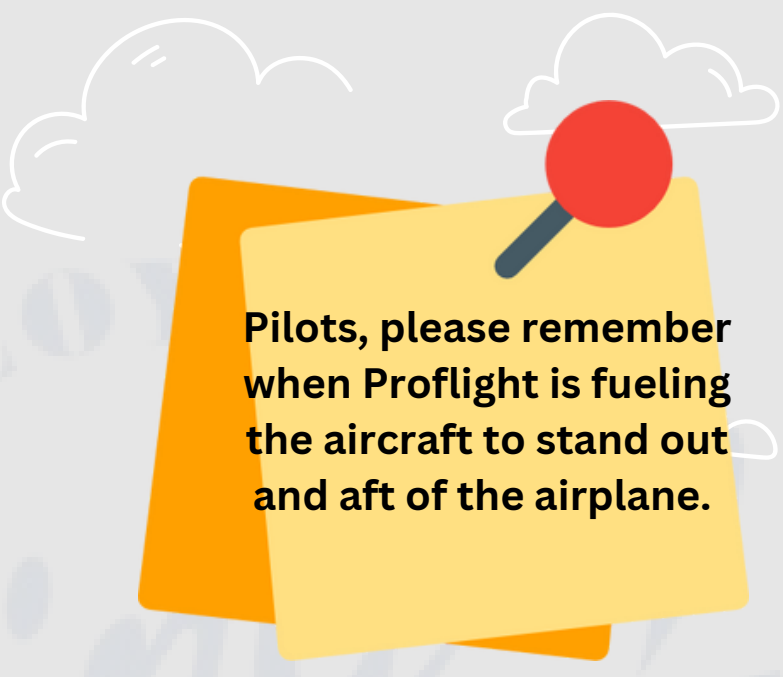
There was an incident at a non-towered airport recently that ended without damage; you can read about it here in the March newsletter.

We had another one that happened a long time ago; they don't happen often but sometimes they do not end well. My boss had recently learned to fly, like most of us in a 150. He was on a cross country flight, planning to land at a non-towered airport. Westport in those days had a nice grass strip. He planned a straight in approach and called out his intentions. As he called out on short final, another 150 taxied on to the runway. "Strange," he thought, and then made a bad decision. "I guess he will just wait for me at the end of the runway," but it didn't work out that way. The 150 on the ground proceeded to take off and the 150 in the air continued the landing. They came together about half way down the runway, one on top of the other. Both pilots survived, and at least one of them continued to fly.

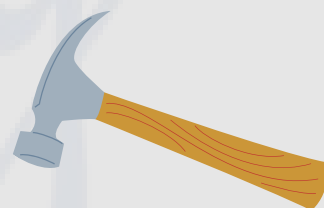
Recently, I read a story on the internet about two Boeing airplanes attempting to land and takeoff at a towered airport which was reporting 1/4-mile visibility. The 767 was cleared to land but was still a ways out so the tower cleared the 737 for takeoff. For some reason, probably related to the poor visibility, the 737 was slow getting into position and the tower cancelled the clearance; too late, the 737 was rolling. No one could see but the record showed they missed each other by three or four hundred feet.

The purpose of both articles in this month's news is just a reminder. We were all taught, towered or not, when we are about to enter the runway, look left, look right, say clear, then enter and proceed.

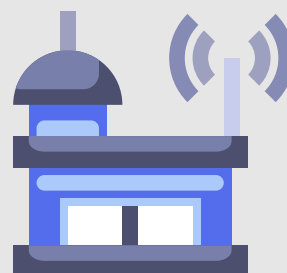
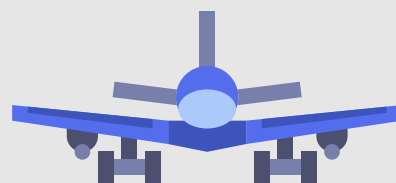
Most of us have a mnemonic that helps. I am going to change mine, asking my students to say out loud, "clear left, clear right," then enter and say, "heading indicator is correct, we have takeoff power and the airspeed is alive, I guess we can fly."



Pilots, please remember when Proflight is fueling the aircraft to stand out and aft of the airplane.



Wes/Jordan would like a BEFA member with light carpentry skills and tools to contact us regarding repairing as needed, and attaching wheels on the bottom of the legs of our white ramp ladders, and building a few more for RNT and PAE.



Operations Officer: Scott Hunziker

“March comes in like a lion and goes out like a lamb.” Longer days and better flying weather are on the way. If you’ve been dormant as a pilot this winter, it’s time to get back in the air.

This month let’s talk a bit about currency. No matter what BEFA airplanes you fly, there are currency requirements in our Rules of Operations (ROP) that are in addition to what’s in the FARs. As an example, jump back with me in time to my own early experience at BEFA. (But apply today’s ROP, not what was written on papyrus back then.) I still have dark hair, the C172 is the only make and model I’ve flown, and I don’t have an instrument rating. I need to have a VFR check-ride with a qualified instructor in a C172 every six months. Between check rides, I need to have logged as PIC a minimum of 2 hours and 5 landings within the previous 90 days (which gets reset with a check-ride). If I don’t have both of those things, I’m not current.

Now fast forward a bit and that Cessna 150 parked on the ramp has caught my eye. I get checked out in it, and find that it’s a whole lot of fun to fly. (No joke, it’s great fun.) Now, what does it take for me to stay current? Here’s where the matrix in ROP §19.2.5 comes in, reproduced here.

| C150 | RV12 | C172 | C182 | PA18 | BL8 | Cirrus | Float | R182 | C24R | T210 |
|------|------|------|------|------|------|--------|-------|-------------------|-------------------|------|
| | | C150 | C150 | C150 | C150 | C150 | C150 | C150 | C150 | C150 |
| | | | C172 | C172 | C172 | C172 | C172 | C172 | C172 | C172 |
| | | | | | | C182 | C182 | C182 | C182 | C182 |
| | | | | | | | | C24R ¹ | R182 ² | R182 |
| | | | | | | | | | | C24R |

Since I’m current in the C172 (on the blue line), I’m good to go with the C150 because it’s listed in the column below it and I’m checked out in both. As long as I stay current in the C172, I can fly the C150. But what if I’m having so much fun flying the C150 that I don’t fly the C172 for 90 days? The C150 in blue has nothing in the column below it, so it doesn’t count for currency in the C172. I’ll need another C172 check-ride to reset my currency in it.

Notice that, unlike the C150, the RV12 (built by people yet unborn when I joined BEFA) isn’t listed below any other aircraft type. Currency in another type doesn’t count for currency in the RV12. That might change in the future, but it’s new to us and we plan to keep the rules this way until we get more experience with it.

Rules for both initial checkout and currency get more complicated for higher-performance aircraft, IFR, etc. Section 19 of the ROP spells it all out. If you have any questions on how to interpret those rules or suggestions for improvement, I’d love to hear from you.

One recent ROP change involves scheduling. We want you to fly to your heart’s content, but at the same time we need to ensure that all members have fair access to scheduling the aircraft. To that end, the ROP limits the number of “prime time” hours you can schedule in advance. (We’re on the winter schedule now, so prime time is 1600-1900 on weekdays and 0800-1900 weekends and holidays.) Previously the limit was based on a calendar week. Now, the limit is 10 prime-time hours within the next 9 days.

This schedule limit is just for advance scheduling of prime-time hours. If it’s outside prime-time hours, there’s no limit. During prime time, if the airplane is just sitting there unused you can still check it out

using “non-reserved time” even if you’re already at your 10-hour limit. (In that case, you’ll need the staff to enter it in FSP.)

Additional changes to the ROP were approved at the February Board meeting. This is ROP Revision I and is available on the web site. The latest changes are detailed at the end of that document.

Fly safe, friends!

Reviewing your point of view

It was a cold sunny day when I decided to fly to Skagit in N97PD.

After arriving, I stretched my legs a bit and then planned for heading back to Renton. The engine was started, checklist executed, and I headed for the run up area. While in the run up area the traffic was getting busy in the air and on the ground. There was a red Piper holding short of runway 29 when I pulled up behind it. The red Piper departed and at the same time a Cessna reported a straight in 2 ½ mile final. The Cessna had its lights on and the aircraft looked much closer than 2 ½ miles so I reported that I was holding short of the runway for the aircraft on final. At the same time I saw the other Cessna traffic on the downwind. The Cessna on the downwind had extended and made a late turn to base. The Cessna with its lights on was near the approach end of the runway when the other Cessna announced a turn to a 2 mile final. The Cessna that turned from base to final didn't have its lights on and had a brown/grey color. The Cessna with the lights on made a nice touch n' go and I turned to look down final and the Cessna appeared far down final. I announced that I was departing runway 29 with a downwind departure, fuel on both, mixture rich, and lights on. I entered the runway and the Cessna on final announced short final.

As it turns out, it was closer than I realized. The Cessna had to go-around. After reflecting upon this, repeatedly, the sight picture I had was flawed. The Cessna with its lights on had two extremely bright lights, one on each wing near the wing strut. The other Cessna was considerably darker and no lights. I held short when the brighter aircraft was on a long final because it gave the appearance of being close. The best correlation is using headlights while driving on highways during the day, they just show up better. I've definitely learned from this experience and will apply judgement of aircraft at uncontrolled airports in a different perspective.





**Congratulations
Gabriel Ramirez on your Solo!**



Did you get a New Rating?

**Be sure to let the office staff know
for your showcase photo and for our records.**



BEFA

Private Pilot Ground School

- Prepare for beginning private pilot flight lessons

- Aerodynamics/Weather/Navigation, Airport and Airspace Operations, Communications, and FAA Regulations

- Endorsement provided to take FAA written exam upon successful completion

\$490 includes all supplies

Boeing Employees check with LTP or QTTP for educational voucher

Register Today!

Spring Quarter Class Dates:
March 28th thru June 1st

Tuesdays & Thursdays
10:00 a.m.-1:00 p.m.
4:00 p.m. - 7:00 p.m.

Classes will be held online (Zoom)

BEFA Ground Instructor:
Oscar Naimi (425) 280-4618



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EVERETT COMMUNITY COLLEGE
(425) 267-0150
LEARN@EVERETTCC.EDU

Spring
2023

BEFA

PRIVATE PILOT GROUND SCHOOL

Train for a lifetime of NEW experiences!

ITINERARY:

Aerodynamics | Weather | Navigation |
Airport and Airspace Operations |
Communications | FAA Regulations

This 60 hour course offers training to help pass the required FAA written exam. Endorsement provided to take FAA exam upon successful completion.

Class Dates:

April 4th thru June 8th

Tuesday and Thursdays

Mornings 10:00 AM – 1:00 PM

Evenings 5:00 PM – 8:00 PM

**Class Location: 840 West perimeter Rd
Renton, WA 98057**

*BEFA Ground Instructor: Allan Reitan
(253) 653-4590*

**Register with Renton Technical
College (RTC) Today!**

(425) 235-2352 ext. 5528

\$599 (includes all supplies)

**BOEING EMPLOYEES CHECK WITH LTP
OR QTTP FOR EDUCATION VOUCHER.**

Renton Technical College is a Boeing approved preferred provider school. Renton Technical College does not discriminate based on, but not limited to, race, color, national origin, citizenship, ethnicity, language, culture, age, sex, gender identity or expression, sexual orientation, pregnancy or parental status, marital status, actual or perceived disability, use of service animal, economic status, military, or veteran status, spirituality or religion, or genetic information.



SAVE THE DATE

Annual Membership Meeting & Crab Feed **Saturday**

March 25th 5:00–8:00PM

BEFA Renton Hangar

**Crab & BBQ will be served
with a variety of side dishes**

Those bringing potluck items
should arrive at ~4:30pm,
dinner begins at 5:00PM.

Volunteers are needed:

- Set-up and take-down of chairs and tables
(3:00pm on the day of the event)

\$20 per person

Kids 12 yrs and younger are FREE.

**Payment may be made by check
or billed to your BEFA account.**

**Volunteers please contact:
Joel Purification, BEFA VP**



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!

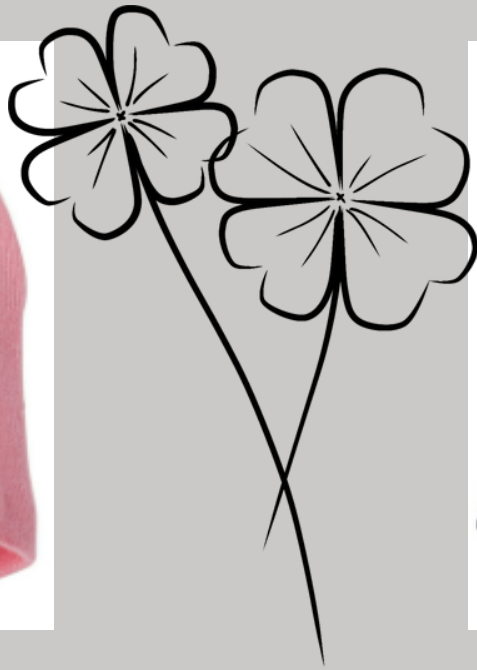


*The Flying Start program allows
New BEFA members to feel welcomed,
encouraged, and given the information
needed for a smooth transition into their
aviation training.*

Now available for purchase!



\$18.00



\$18.00

Get your Lucky BEFA gear!



Price varies: \$42-50



\$20.00



\$18.00

Thank you Volunteers

Many hands make light work!

- Eric Behrendt, Wayne Cieselski, and Leeland Kempner, Kris Bednarek, Kirk Running, & Steve Kirsch for helping with PAE office space!
- Harium-Martin Morris for getting furniture for the PAE space.
- Michael Dziubinski and Kirk Running for picking up and dropping off new furniture at PAE!
- Jordan Dion for replacing the Men's bathroom hardware and cleaning whiteboards at RNT
- Kirk Running for setting up the Flight Sim at PAE
- Steve Kamnetz for lounge chair donation at PAE
- So many Thank You-s for so many who helped get the New PAE office ready for the Open House.

Next Board Meeting: March 16th 4:00PM @ PAE

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

Aircraft Rates

Boeing Employees' Flying Association (BEFA)

Rates for: Mar-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 |

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)



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PAE Maintenance performed
by Regal Air

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