

JUNE 2023



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



21W

RANGER CREEK



**BEFA troops are
on the job!**



Welcome New Members!

David Paroda I RNT

Aman Luthra I PAE

Rami Slim II RNT

Colin Loh III RNT

Kevin Chen I Both

Harneet Singh I Both

Tim Allen I RNT

Leah Alexander II PAE

Michael Lopez II Both

Martha "MJ" Kriepps I Both

Travis Watson II RNT

Dillon Blackwell II RNT

Erik Philipson I RNT

Alexander Bellomo II PAE

Brennan Gillen II PAE

Charles Ostick II RNT

Jason Reed I PAE

Sean Howe II PAE

Solos

Estelle Fortes Moore

Alan Haff Running

Denis Yang Tomlinson

Nick Piasecki Bitzes

Kurt Acheson Running

Matt Noble Running

Robert Truong Tomlinson

New Ratings

Grant Liang PVT Moore

Aaron Green PVT Moore

Stephanie Hayes PVT

President: Bob Moore

Thank you to Skip Sethman for timely inputs to some activities the Board has in work. Skips contributions developed out of our Round Table discussions regarding aircraft acquisition and funding. We hope to have the results soon. The Round table on the 1st and 3rd Saturdays are proving to provide valuable and diverse ideas for the Board.

The summer flying season is in full swing with several aircraft achieving the 100 hours mark in a month for the 1st time this year. Our frequent flyer' CFIs are close to the 100-hr. mark in a month. With the increase in flight time comes an increase in both routine and in unplanned maintenance. The staff, the Board, and our maintenance providers are geared up for the summer. CFIs and aircraft availability have our complete attention.

In additional thank you Harlan Zentner for his financial contribution to the lounge windows. We can see clearly now.

Lastly, while we take advantage of the seasonal change in the weather, remember it is only a change and there are some real weather issues even when the sun is in town.



VP: Joel Purificacion

NOTAB - Notice to All BEFA Members

Whether you're a new member or an old, bold member since our founding in 1954, what sets BEFA apart from other FBOs is the camaraderie of being around fellow aviators and the spirit of volunteerism. While you may have joined BEFA to "pursue that rating," several others have joined and enjoyed the pilot community within our two operating bases. With summer rapidly approaching, you'll have several at-bats to sign-up and experience what makes BEFA so special.

Bath and BBQ - Renton

Come on out and help make our airplanes shine on Saturday, June 24. Members, families, and kids are all welcome to spruce up the fleet by washing planes and cleaning the interiors. The kids always do a great job washing the inside of the windows and dusting the instrument panels. Setup begins at 8:30 AM and washing the planes begins at 9:30 AM. As a thank you to the volunteers, a steak BBQ (hamburgers and hot dogs for those who don't like steak) will be provided for the participants; grilling commencing at 11:30 AM.

Get the younglings interested in what you love and bring them along! I even got my kids to put down their iPads for an hour to touch airplanes. Win-Win!



**More events coming
this summer,
so stay tuned!**

Operations Officer: Scott Hunziker

Washington has 14 airports that are WSDOT-sponsored, and they include some real gems. Camping is allowed at many of them. The state handles most of the maintenance but relies on volunteers to help. On May 13, a group of 13 BEFA members (and 3 BEFA airplanes) met at Ranger Creek to join a work party. We cleared the runway and adjacent areas of rocks and debris, removed encroaching saplings, and replaced the windsocks. We finished at noon (many hands make light work), then gathered for lunch and a photo. A great time!



That went so well that we've now agreed to "adopt" the Easton airport (KESW) and will be sponsoring our own work party there on Saturday, July 1. It's a grass strip in good shape, with picnic tables, tent sites, and fire rings. It's a short walk into the town of Easton, and Lake Easton State Park and several trailheads are nearby. The plan is to add another picnic table and fire ring, among other tasks.

**We plan to start at 0900 and be done in time for lunch at noon.
Hope to see you there!**

DON'T FORGET

If you fly in, remember that you'll need to have BEFA Mountain and Unimproved checkouts. Carefully check your landing and takeoff performance charts, account for the grass surface, and add a healthy margin! The field is at 2200', there are tall trees at either end, and it may be a warm July afternoon when you leave. A review of this FAA pamphlet on density altitude might be a good investment.

Fly safe, friends!

Jordan Ming: Asst. Ops Manager



PAE Members:

- There is now an office door key on all aircraft keys.
- No parking inside secured gates
- Staffed Wednesday & Fridays.
- Thank a fellow BEFA member for this one:
Beginning in June, Paine field planes will be charged a 10.5% tax instead of a 10.1%.

ACTION

There are still a few stragglers who have auto-pay set up for their LOA or Dues/Insurance with the old rates. Please update the January 2023 increases with your bank .

**Dues/Insurance is \$135 per month
LOA is \$25 per month**

Safety Officer: Bob Guthrie

Congratulations, as I write this there have been no accidents/incidents that have required attention.in May

Cross-country flying is well underway, one of us is in Texas, and several more have been approved. Now, a reminder rule 19.2.3.15 requires an instructional mountain checkride prior to acting as PIC of any aircraft in flight within five nautical miles of the 3000-foot contour lines. The first thing I do when you file a cross-country request is look in your pilot record to see that you have that endorsement.

One more rule as a reminder, 19.2.3.17 deals with unimproved airports. Pilots shall receive logged instruction in an unimproved airport environment before operation into unimproved airports.

That's enough on rules, now a suggestion, for all you rated pilots with all the check rides accomplished, now is an excellent time to start instrument training. It has been often said when the examiner hands you the certificate you now have a license to learn, so take advantage of all the instructors we have a BEFA,

One summer, some years ago there was a wedding in Calgary I wanted to attend, I had the mountain checkride, and the forecast was a clear sky and light wind, so we flew to Vancouver BC, planning to stay overnight, pick up a passenger and get an early morning start. The forecast was wrong, a rain cloud settled over the airport and I stayed there for two days, missed the wedding, and started my instrument training the next month.

Remember you have a license to learn, use it, and enjoy flying in one of the most beautiful places in the world.

Operations Manager: Wes McKechnie

OPERATIONS NOTES

When pre/post-flighting your plane, please remember that it is required for you and the fuelers safety to step away from the aircraft once the fueler starts refueling operations. (CFI's, please remind your students). Pilot's tripping over the hoses can pull down the fueler from the ladder, and fuel overspill, or inadvertent electrics activation could cause a spark igniting the fuel. We've had a couple of incidents that could have been accidents, and this would prevent them from happening.

When removing the covers from the aircraft, please do not pull the top cover snap tabs sideways that are attached to the top of the wing, this causes the snap to either pull out of the wing or the mating metal snap on the tab to pull out of the cover. Lift the tabs straight up to prevent the leverage that causes the metal snaps to tear out of the top of the plane, or out of the cover.

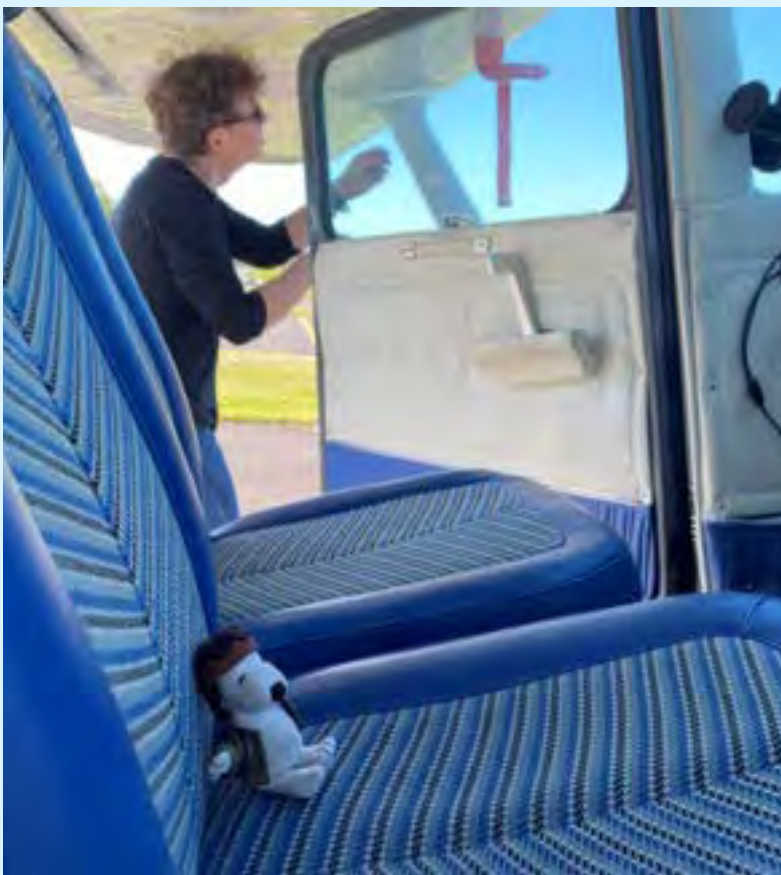


**Lift Tab
Straight
Up**

Another reoccurring issue is the gasper vents in the aircraft are breaking from continued twisting to either open or close the vent well past the maximum limit. Once you've hit the stop, either fully open or full closed, trying to turn it further will not cause either more or cooler air, or when closing, will not make things warmer. It strips the flange ring inside the vent that will cause it to then remain either in the full open (miserable in the winter) or full closed position (miserable in the summer) until it is removed and repaired or replaced. Remember to be gentle with items on the aircraft. They are designed to be light weight and therefore are not as robust as automobile counterparts.



Lastly, DO NOT leave the tow bars hanging on the plane nose wheel. Anytime your hand has to come off of the handle, then the tow bar must be removed. This has had severe consequences in the past with BEFA aircraft, one nearly killing 4 people many years ago. Another plane just this last week (not ours) was reported to have taken off from RNT with a tow bar hanging from the front wheel assembly, unbeknownst to the pilot.



Snoopy is patiently waiting for Cale Hoopes to fly him to Friday Harbor for cookies!



Summer is coming! Snoopy wants to fly and add photos to his album!

PAE BATH & BBQ RECAP



Congratulations!
Grant Liang



**on your
Private Pilot Rating!**

Congrats!



AARON GREEN
Private Pilot!

**Congratulations
on your**

Estelle Fortes

Solo!



Denis Yang

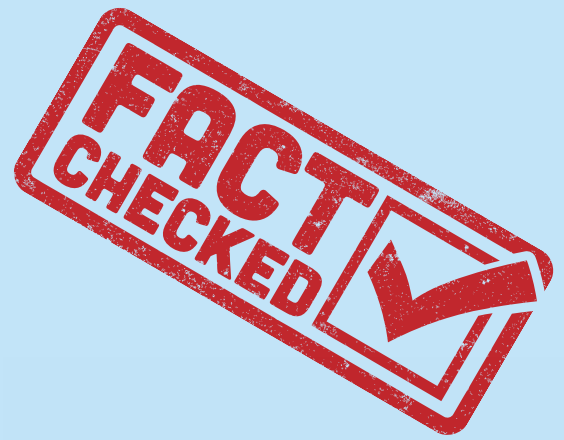


Alan Haff





Nick Piasecki



Kurt Acheson

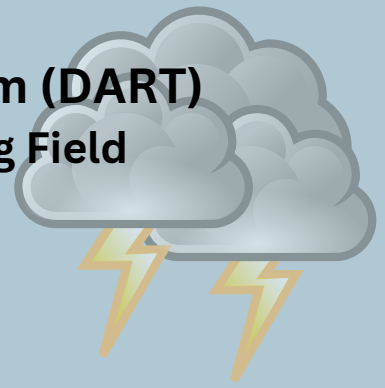


Matt Noble



Renton Disaster Airlift Response Team (DART)

Thunder Run 2023 on July 8th at Boeing Field



Each year, the Pacific Northwest General Aviation community comes together to conduct an annual TEST of the West Coast General Aviation Response Plan. This plan is designed to help our local community in the event of a large-scale disaster, such as a major earthquake. In the event of a large-scale disaster, the expectation is that most major thoroughways, e.g. roads, highways, bridges, etc, will be impassable to ground-based help. General Aviation will be one of the few resources available to move lifesaving resources to those that need them most.



This year, in conjunction with DART teams from OR, ID, WA, and Canada, we will be moving upwards of 60,000lbs of non-perishable goods into KBLI (Bellingham) and KBFI (Boeing Field) from KALW and British Columbia, Canada. Approx 25,000 lbs will be flown into KBFI from KALW (Walla Walla) and then flown out to both KSHN (Shelton/Sanderson Field) and KHQM (Hoquiam). All of the goods will then be delivered to local food banks.



What we need are qualified pilots to fly both Long Haul (KALW to KBFI) and Short Haul (KBFI to KSHN/KHQM) routes as well as SEA PLANE pilots to fly from KRNT to Kenmore Air at the north end of Lake Washington.

We also need ground personnel to assist with loading and unloading, as well as experienced “marshallers”.

****Instructors and Students**** This is a tremendous opportunity to introduce your students to “Public Benefit Flying”, a real-world look into putting the skills you are teaching to practical use.



If you are interested in participating, please reach out to Doug Weller, at dougwellercfi@gmail.com or 206-718-6282.



JOIN
US!

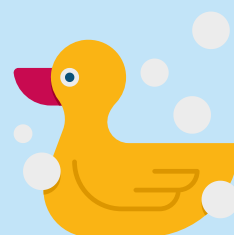
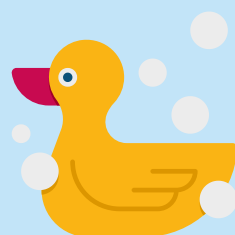
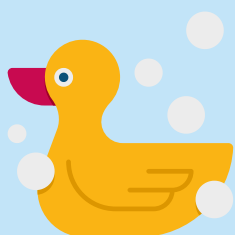
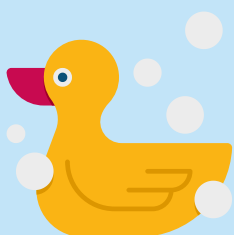
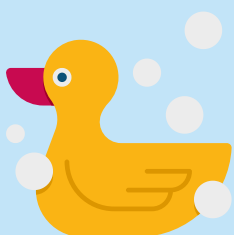
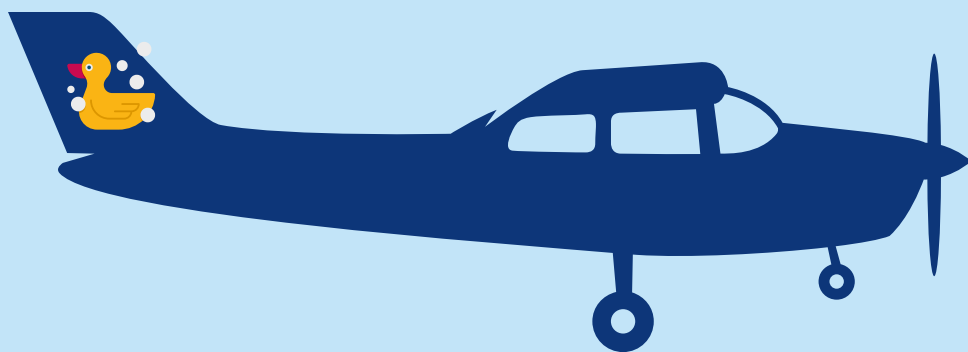
RNT Bath & BBQ

SATURDAY, JUNE 24TH, 10 AM TO 3 PM

FOOD & DRINKS WILL BE PROVIDED

PLEASE RSVP TO

ASST.OPERATIONS@BEFA.ORG



Long Cross-country Trip Report: Caleb Pool in N758NF

Stats:

57.4 hours total

New airports visited: 21

Miles covered: 6000+

Friends/family members flown: 9

I was fortunate to exercise BEFA's generous cross-country policy to enjoy a long trip that spanned the entire continental United States. It was an exciting and exhausting adventure. Our floatplane that is temporarily on wheels (172 XP, 758NF) performed admirably as a backup to the Renton C182, 735LH which was down for maintenance as my trip schedule came together. My overall scheme was to exercise recently-obtained flight privileges by taking a round-the-country tour to visit friends and family in a more flexible and interesting way than usual travel methods. As I coordinated stops on the ground, a solid plan emerged: cycle around the US in a clockwise loop, partly to take best advantage of winds aloft, and partly to target some key dates in certain locations.

Since I was conducting the entire trip under VFR, I planned in additional days for weather holds, expecting to be stuck on the ground in unfavorable conditions. Fortunately, a mix of serendipitous weather and flexible routing allowed for an itinerary that closely matched my default plan. Weather forecasts and real-time data considerably influenced my planning and decision-making, as did the actual conditions I observed

Day #1: west, stopping for fuel in Kalispell and continuing until a combination of approaching darkness and worsening visibility ahead (a combination of smoky haze from Canadian wildfires and weather) prompted a diversion to Shelby, Montana, where I overnighted to wait for the weather to improve and rest (see tent photo).

Next, I went to Minot, North Dakota to rest and wait again, even stopping and waiting midway to let the front I was catching up to proceed ahead. On the third day, I modified a route from ND to OH that took advantage of excellent tailwinds aloft and gave a good path between portions of the advancing front—although I adjusted the route slightly as I went, I encountered nothing but calm air and plenty of room between layers 20 miles from minor vertical development, and didn't even get rained on while getting ahead of the front that arrived in Ohio after me that night/early morning, where I spent the next few days with family and then friends—one of many highlights there was facilitating my young (5 through 10-year-old) cousins responsibly using a mini excavator to dig and have fun. Others included visiting the Air Force museum in Dayton for the first time.

My next leg from Ohio to South Carolina only took 4 hours—no fuel stops, thanks to 8NF's extended-range tanks.

Both of my parents (ex-US Air Force pilots) were able to join me for separate legs of the trip: my dad flew on my SC – TX leg, and my mom flew on my TX – AZ leg. Hearing their advice while encountering my most challenging airspace yet was quite helpful. While in Texas, I attended my youngest brother's high school graduation and was able to ferry another brother to and from the event—and share some non-flying-related adventures with him, including witnessing an auto accident and immediately making the situation better.

In Tucson, AZ, I was hosted by an A-10 pilot who joined me for a scenic flight around the mountains of Tuscon, complete with views of the Biosphere, several large mines, and even an ATC-approved orbit of the US Air Force boneyard at Davis-Monthan Air Force Base. The following day, I was delighted to fly the A-10 simulator, which was as unforgiving as I imagine the real aircraft is. While departing Tucson Int'l Airport for the last time, I had a front row seat to an F-16 taking off as I held short. My return route wound through Sedona, Monument Valley, and farther north portions of Utah, where the few photos I've included are better than words, and those photos are such a poor substitute for the experience. A new mountain route through the southern Cascades wrapped the trip up as I returned to Renton. Suffice to say, it was a very enriching time.



Arrival in Ohio



Bingham mine near SLC



Morning after camping out beside 8NF in Shelby, MT after diverting there the night before.



Interesting erosion in southern Utah



Start of descent into Monument Valley



Canyon and river in southern Utah



8NF gets a nice view on the Sedona airport mesa



Somewhere over Minnesota—turns out, 10,000 lakes is an understatement

BEFA has two AATD simulators for flight training

Hi All,

With how busy our aircraft fleet is becoming, we wanted to remind you that BEFA also has two FAA-approved Advanced Aviation Training Device (AATD) flight simulators available. One is a REDBIRD, which can be configured for Cessna 172, Cirrus, Piper MEL, and others. The other simulator is a one-G Foundation, configured as a Cessna 172S with a fully emulated G650 and simulated ATC comms via PilotEdge. Rates are great -- \$51/hr for Redbird and \$52.50/hr for the one-G. And while you can't log all of your sim time, FAA approval means that you can log 2.5 hours of training for private pilot, 20 hours for instrument, and up to 50 hours for a commercial. You can also do your IPC in an AATD (everything except for the circle to land, which must be done in an airplane).



There's a ton of value in incorporating simulators into your initial and ongoing training, and it's a great way to continue training progress when airplanes are unavailable.

For more info, contact Mikel Moore or Jordan Ming.



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*

Class Dates:

June 13 thru August 22

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



EVERETT
COMMUNITY COLLEGE

Register Today!

EVERETT COMMUNITY COLLEGE

(425) 267-0150

LEARN@EVERETTCC.EDU

Everett Community 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.



Flying Start Program

ATTENTION:

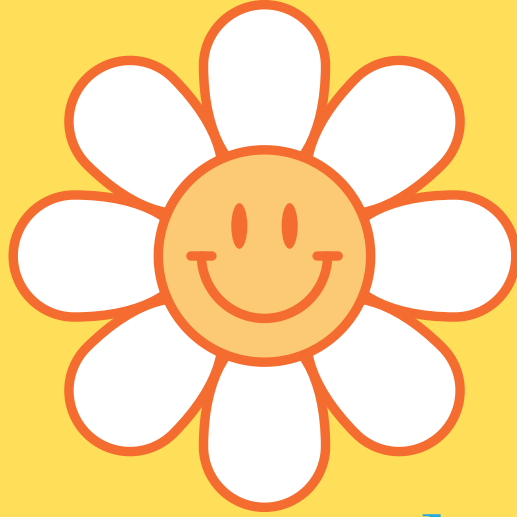
Student pilots & Rusty pilots!

Participating Aircraft

<i>Tail #</i>	<i>Rate</i>	<i>CFI</i>
N704RY	\$100 Hobbs	Wes McKechnie
N78440	\$130 Hobbs	Wes McKechnie
N758NF	\$160 Hobbs	Wes McKechnie
N262BS/N954B	\$140 Hobbs	Jordan Ming

No Charge for the CFI (Wes & Jordan)
They 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.*



thank you volunteers!

- Doug Weller for taxi and plane clean up on 662AJ
- Leonard Abbas and James Walker for mowing and trim work on the BEFA property
- Brock Blahous for continuous website support!
- Bob Guthrie for dropping off and picking up planes from Ace
- Eric Behrendt for vacuuming & taking out the trash at PAE!
- Angela Kantjas for retrieving pilots from Ace



REMINDER

**To gain access to "members only" documents online such as
Quizzes/Checklists/CFI List
Go To: Befa.org**

Members Only Login--> "Join us" --> Create account --> Staff Approves account

***Next Board Meeting: June 15th, 4:00 PM
Ace Aviation 3rd floor, Conference Room***



Aircraft Rates

Boeing Employees' Flying Association (BEFA)

Rates for: Jun-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	\$ 158.57
N737WS	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 158.57
N2345Z	C172 (N)	/G IFR	1978	40	Blu/Wht	\$ 182.31
N5344K	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 158.57
N435SP	C172 (SP)	/G IFR	1999	53	Blu/Yel/Wht	\$ 182.31
N97PD	C172 (SP)	/G IFR	2000	53	Blu/Yel/Wht	\$ 182.31
N9537Q++	C172 (R/SP)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 182.31
N2711R	C172 (SP)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 182.31
N513MM (1)	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N954B (1)	RV-12iS	G/VFR	2023	20	Blu/Wht	\$ 140.96
N262BS(1)	RV-12iS	G/VFR	2023	20	Blu/Wht	\$ 140.96
N58628	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 238.05
N735LH	C182 (Q)	/G IFR	1977	75	Wht/Blu	\$ 208.92
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 241.67
N38566	BE C24R	/G IFR	1981	57	Red/Gld/Wht	\$ 220.44
N662AJ (1)	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 211.22
N927CS (1)	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 315.06
N93WE	Bellanca 8KCAB	/U VFR	1992	35	Red/Wht	\$ 191.39
N9843Y*	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 286.43
N758NF (1)	R172K XP-II	/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)

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