

JULY 2023



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



**HAPPY
INDEPENDENCE
DAY!**

Welcome New Members!

Bruce Baker I Both
Jonathan Sippel I PAE
Aissa Bomben I PAE
Craig Bomben III PAE
Fabien Mandrillon III RNT
Khaled Zayed I Both
Jeff Miller I PAE
Braxton Brady III RNT
Rodney Ash I RNT
Jonathan Lyons III RNT
Alexander Pichler III Both
Asad Jawed I PAE
Charles Menninger III RNT
Siobhan Persson I Both
Vaun Bhargava I Both
Dmytro Vilchynskyi II Both
M. Haseeb Niaz I Both

Solos

David O'Shea Cantwell



New Ratings

Ty Seyoum Kamnetz

President: Bob Moore

Executive Director: Bob Ingersoll



We are actively seeking additional aircraft for the BEFA fleet. We expect to have some initial results within a few days.

As part of this process we are developing some alternative funding approaches that will be new to BEFA.

For example, one of our members has pledged 50% towards the down payment of a late model 172. We will have more definition of a member funded pledge program in the coming days.

Our preference is to have BEFA owned aircraft, however we will also consider leaseback opportunities. The number one priority will always be fleet safety followed by economic reality when considering additions to the fleet.

Please offer any suggestions for aircraft and funding opportunities to any Board Member or our staff.

**Update of your BEFA Board
Harium Martin-Morris, BEFA Treasurer, has resigned from the Board. Harium has been a major contributor to the Board and outstanding member of BEFA, which he will continue to do.**

We thank Harium for his work and contributions to BEFA.

The Board has developed an interim approach to sustain their continuity for the balance of this year.

Effective immediately Scott Hunziker, Board Operations, will take over the responsibilities of the Treasury. Matt Smith, will take over the responsibilities of BEFA Operations, which he has previously held.

The Election Committee will begin it's candidate search for the Fall election of BEFA Board positions Treasurer, Safety Officer, and Vice President.

Secretary: Rohan Sharma

Hi folks! With the summer flying season well underway, I hope you all are able to enjoy the longer days and clearer skies (keep those fingers crossed as a smoke preventative measure). If not, then get up there and burn some 100LL! As our ramp activity increases, both at RNT and PAE, it's important to stay vigilant, be thoughtful, and remember to apply some common sense. So, in somewhat lighthearted, comical fashion, I'll call this list:

Top 10 Ways to be THAT Pilot:

1. Time....what is time? Well to pilots, time can hold us accountable. So when you book the airplane from 4pm to 7pm on FSP, please check out and check in within those times. The FSP hawk is always watching....
2. Forcing a sketchy landing after a too-high and too-fast approach. Hey, remember those things called go-arounds? A go-around isn't a "failed" landing, it's a normal aviation practice and a tool that should be used when needed. Just tell your passengers it was all planned.
3. Leaving the tow bar on the aircraft. As exciting as a 172 carrier launch could be, let's just not do that.
4. Sandblasting airplanes and people on the ramp. If you taxi into the ramp only to realize the ramp is full, don't do a full-power donut spin-around to taxi over to the other ramp. Shut that engine down please and ask people to help move the airplane over. Besides, we could all use some exercise these days.
5. Leaving the master on after a flight – this is one of the reasons we keep the beacon switch on. As cool as it would be to turn the ramp into a disco party let's make sure our friends who are flying the airplane after us can start that engine. 10 pushups to someone who leaves the master on! Maybe 20? Just don't do it.
6. Look, I enjoy saunas just as much as the other guy, but let's remember to put those glare shields on after a flight. Things get.... toasty in the summer.
7. Taking the airplane checklist with you in your kneeboard. I know you're out there and I'll find you some day. (And we'll obviously laugh about it)
8. Telling guard that you want a full stop at Renton with information Zulu. Almost all pilots have made the mistake of making a non-emergency call on 121.5. Usually folks monitoring the frequency are quick to point that out but if you're lucky enough you'll get a friendly "meow".
9. Forgetting to screw the fuel cap back on properly. Nobody wants those kinds of souvenirs. Be sure it's fastened on well after you juice up the airplane.
10. Forgetting to carry sick bags for your passengers. You can imagine the consequences of doing something like this so I would advocate always having a few on hand. Otherwise, you made the mess, you better clean it.

I'm sure you can think of at least 10 more but you get the point. Stay safe, look out for and help each other, and have fun!

-Rohan

Jordan Ming: Asst. Ops Manager

Hi All,

My time at BEFA has been such a growing opportunity and I'm so thankful for my time as the

Assistant Operations manager!

Thank you all so much!

I will continue as a

BEFA Member and BEFA CFI.



-PAE Updates-

- N38566 and N58628 are no longer in the BEFA PAE fleet.
- No BEFA aircraft will be parked in the PAE hangar please use the BEFA tie-down spots!

Pilot Tips

If you have zero time on your reservation, delete your reservation

If you have a mismatch on your FSP time, notify the Staff asap
This affects each flight after and can cause a lot of problems.

If you have Soloed or gotten a new rating, let us know so we can put you in the newsletter

Safety Officer: Bob Guthrie

Summer is here, at last. Clear skies at night are inviting, but there is also a danger involved, we just read in the AOPA magazine about the tragic loss of life while two experienced pilots took off at night into a "black hole", and crashed.. The NTSB could not determine the cause, but the prevailing opinion involves the "black hole".

There is a lot of light around Seattle, so it should not be a problem for us, but sometimes we fly to the San Juans in daylight, stop for supper and fly home after dark, so if the moon is down, please be aware that you may be an instrument pilot for a little while, and if you don't have the rating that might be dangerous.

For those of you who have reached the age where your certificate says, "must have glasses", and like me carry them in your pocket most of the time, one crystal clear dark night I took off from KFHR, and and the panel lights almost disappeared, night flying can be dangerous, wear your glasses.

We were at 3500 feet finishing the long cross country flight for a commercial addition to an instrument rated pilot between Bremerton and Seattle in clear weather, the lights of both cities in sight when we entered a cloud, I took over the plane in a steeply banked descending turn, if we had the landing light on we might have seen the cloud, but we didn't, flying at night can be dangerous.

Enjoy the night, and fly safe.

Treasurer: Scott Hunziker

On Saturday, July 1, BEFA members visited our “adopted” state airport, Easton (KESW) for a work party. We added another fire ring and picnic table, cleaned up the camping area, and performed a FOD walk on the runway. The state is in the process of replacing the runway lights, and by the end of July should have in place a new camera that pilots may access online.

For lunch, we sat down to eat sandwiches and tell flying stories. Unfortunately, most of the photos of the event were lost when the state’s cell phone crashed. I did get one, showing some BEFA members you may recognize raking up rocks and placing concrete.

We’ll do this again next year, likely sometime in mid-June.

Hope to see you there!



Operations Manager: Wes McKechnie

Many, many thanks to Jordan Ming for her 2 years at BEFA. She was a great organizer and source of energy and is already missed. She has joined the ranks of turbine jet pilots now too! All the best, Jordan!

Please be careful with priming planes in this hot weather. There have been a few engine floodings with pilots unnecessarily priming the engines when not needed in this hot weather.

As noted in this newsletter, we are trying to acquire a few new planes, and hopefully will have another full-time CFI onboard in the middle of the month if all goes well.

Please do not contact our maintenance providers directly at either Paine Field or Renton. There has been an uptick in this, and it has been noted by both providers. Please contact the BEFA office if necessary. They are working as diligently as they can with the pressure and manpower losses this industry is experiencing and contacting them to expedite a repair or inspection is not appropriate unless directed by the Staff.



We had a fantastic turn out for our Renton Bath & BBQ on June 24th! Thank you to all who brought their 'A' Game. We have some outstanding volunteers and sharp looking airplanes!

Bath & BBQ Participation by Gary Pipkin

I would like to thank all those folks who showed up to help wash and clean out all the airplanes at the Renton version of the Bath & BBQ. All you folks made the process a fun social event rather than a task to be done. Bringing family and friends to experience the event was awesome. That group of folks that came with one of our members to see what it was all about added to the fun.

I especially want to thank Erik Schutten who did a marvelous job grilling all the steaks, hamburgers and hot dogs.

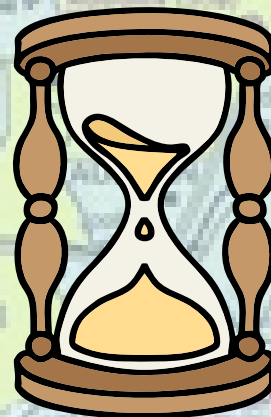


It's was a great day of BEFA history,
almost 30 yrs ago I was on the flight
deck of PA28-161 N2175N with a 13 yr
old Shad Pipkin. Now I am on the flight
deck of a B737 MAX with Shad.

Cheers!
Scott Spanier



A little stowaway!



CONGRATULATIONS

Ty Seyoum
on your Private Pilot License!



Chris Sherland
on your Commercial Pilot License!



Congratulations on your



Solo!



Daniel O'Shea



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.*



Adam Tomlinson-For the ink pen donations for the office

Harium Martin-Morris and Scott Hunziker -

For extraordinary efforts to get faster internet at the office!

Fred Quarnstrom- For the ink pen donation!

Cody Hargreaves-For the donated self-made electronic METAR Map

Nuri Aydinel-For washing the maintenance towels for crew night!

Jordan Ming-For spearheading the replacement decals for 662AJ

Steve Kann-For attaching more wheels onto the BEFA ladders

Kelly Jackson-For the donated industrial quality deice sprayer

Gary Pipkin-For repositioning 758NF and taking the lead on the Renton Bath & BBQ

Erik Schutten-for his Grilling service at the Renton Bath & BBQ

Oren Peterson-For repositioning airplane for Maintenance

Paul Ust-For repositioning planes from Ace & GPS update support

Gary Pipkin-For re-filling our 5 gallon water bottles

Jordan Ming-For her continued volunteer support on the BEFA Instagram account

(Members-Please send her cool BEFA photos for our online accounts)

To gain access to "Members only" documents online such as

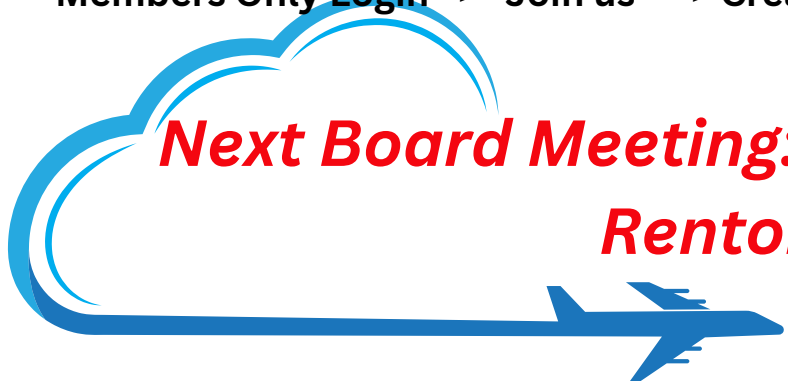
Quizzes/Checklists/CFI List

Go To: Befa.org

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

Next Board Meeting: July 20th, 4:00 PM

Renton BEFA



Aircraft Rates

Boeing Employees' Flying Association (BEFA)

Rates for: Jul-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
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	RV-12iS	G/VFR	2023	20	Blu/Wht	\$ 140.96
N262BS	RV-12iS	G/VFR	2023	20	Blu/Wht	\$ 140.96
N735LH	C182 (Q)	/G IFR	1977	75	Wht/Blu	\$ 208.92
N2365C	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 241.67
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	/G IFR	2011	N/A	Wht/Red	\$ 51.00
241GX	one-G Foundation Sim	/G IFR	2121	N/A	Black	\$ 52.50

All aircraft hourly rates include monthly adjusted fuel rate.

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

Equipment Codes: /G (GPS & Mode C transponder)

(1) Billed via HOBBS time

/U (No DME & a Mode C transponder)

*Plus cost for oxvaen. if used

STAFF CONTACT

INFO

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PAE Focals

Steve Kirsch

Mike Dubbury

PAE Ops

Jordan Ming

-Wes McKechnie

PAE Maintenance performed
by Regal Air

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Contact in the order:

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Emergency/Semi Emergency txt (936) 203-0066

Ops Officer, Matt Smith (206) 375-6567

Any Board Member

Ace Aviation