

AUGUST 2023



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



954B Arrives at OshKosh!



**Scott Hunziker is
a Happy Camper at OshKosh!**



Rohan Sharma-Pilot of 954B

Welcome New Members!

Maximian Ust I RNT
Greg Gohsman III RNT
H. Sunil Mootien-Pillay I PAE
Jeff Jorgenson III Both
Paul Nguyen I RNT
Cayden Ross II RNT
Atharva Limaye I RNT
Lawrence Lynch Affiliate RNT
Marcos Szmania I RNT
Christopher Huntington III RNT
Franklin Heymann Family Both
Matthew Hanshaw III RNT
Armando Stettner III RNT
Brad McAdams I RNT
Henry Hunt I PAE
P. Rowan Wing III Both



New Ratings

Yun Shi PVT Tomlinson

President: Bob Moore



**We have a new addition to the BEFA fleet
at RNT!**

We welcome C172S N5254W



VP: Joel Purificacion



I had the honor to attend EAA AirVenture (OshKosh) working inside the Boeing Pavilion promoting BCA products. This 2023 “EAA” as the locals call it will be forever marked by the tragic loss of four souls. After the second accident of that harrowing Saturday, the airport was closed for two hours, and the silence was deafening for the “world’s busiest airport.” May they rest in peace.

On an encouraging note, this EAA was record-breaking. From all the volunteers-to-EAA staffers I spoke with, there were more than the 12,500 airplanes visiting which broke last year’s mark of 10,000. Aviation is back, and it’s bigger than it was pre-covid.

We’re feeling that excitement at BEFA too – with members staying up to midnight to book the C172s nine days out. Sadly, it’s become a competitive sport to reserve a trainer these days. During my conversations with numerous pilots at EAA, I was encouraged to hear how many who did their primary training on RV-12s. Our RV fleet is very available and easy to book. You may want to consider the RVs for your flight training. Rohan learned on an LSA and demonstrated that the RV is a “real” cross country airplane with his flight KRNT-KOSH... please proceed direct and read his trip report!

**See Rohan’s Supplementary Report
on his trip to OSH '23!**

Operations Officer: Matt Smith

I'm baaaaack....hopefully for only a short time in this position (Operations Officer). There was an unexpected opening on the Board, and I was asked to step in until the fall election cycle.

Trying to get back into the swing of writing an article every month has been a chore, but here I go.

To get started, there are a couple of bookkeeping items I need to take care of. **First**, we are moving the RV-12 N954B from Renton to Paine. As you read this, the transfer may have already taken place. The logic behind this decision is driven by the Board's desire to see those airplanes used as primary trainers. Conventional wisdom suggests they both need to be at the same airport for that to occur. Students tend to avoid airplane models with only one representative airframe in the fleet. If the airplane goes down for any reason, training schedules can take a serious hit. The Everett community seemed to embrace the RV-12's more than Renton, so that was the location of choice. The Board will review this decision after the summer flying season is finished.

Second, I'm going to pile onto what Bob Guthrie's already covered in the Safety Officer's column. The BEFA Rules of Operation explicitly say: 19.7 Maintenance

b)Aircraft Grounding: When a pilot or mechanic finds an unsafe condition and believes the aircraft should be grounded, they shall note the squawk in FSP with "Ground the Aircraft" selected, put the red maintenance flag on the sign-out board, and contact the Operations Manager, the Operations Officer, or the Safety Officer.

c)Return to Service: Grounded aircraft shall not be released for flight, except by a mechanic with airframe and powerplant (A&P) certification or his/her designee (as appropriate per FAR Part 43). (Emphasis mine)

Over the past month, we've had seven instances where pilots took airplanes out flying when they were "Grounded" in FSP. This is unacceptable. It's clear pilots (and instructors) are not reading the squawk list before heading out. We could debate whether FSP should let a pilot check the airplane out if it's labeled as "Grounded", but that's irrelevant. You are the PIC, and 14 CFR 91.3 (a) says "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.", and 14 CFR 91.103 says "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight." That makes it your responsibility....Period.

We are working with FSP to see if there is a coding change which will alleviate this issue.

Unfortunately, there's always the matter of unintended consequences. Be prepared to be amazed. In addition, we're putting a process in place to make it clearer we don't want people flying "Grounded" airplanes.

Please be vigilant. Feel free to contact me or any of the other Board members with suggestions or concerns on the matter. We'll talk again next month. Until then, "operate" as if your life depends on it, because you just never know.

Safety Officer: Bob Guthrie

There were six Safety Board meeting's this month and one more is coming, this is an unacceptable level of performance, we have to do a better job of ensuring that the airplane you are planning to fly is "airworthy"..

Experienced pilots and instructors, different planes, different flights, all of them successfully completed, none of them were authorized.

✓ **Mark Wednesday, August 9th on your calendar at 5:00. Howard Wolvington will give a one hour all member "Airworthiness", presentation that will remind us of one of the things we really need to know before we fly.**

The Board is hosting a pizza party and that will give us an opportunity to meet and share with those we rarely see.. So please let the office know how many of us are planning to attend,

FLY SAFE

Secretary: Rohan Sharma



Formation flying is one of the most fun things you can do in an airplane with your pilot's license. It also happens to be one of the most unforgiving types of flying possible. Talk to most formation flying pilots who do it frequently and they may tell you that the closest they have ever come to dying was in an airplane doing formation flying (no, I am not exaggerating). A lack of focus and attention can be fatal. But..... when the formation clicks..... and everyone follows the procedures, sticks to the plan, openly communicates, and plays their role properly..... it's an absolute rush!

I got the privilege to do a RV-12 formation flight with our very own KC-46 chief test pilot, and BEFA instructor of course, Troy Larson!

Disclaimer: I have attended 2 formation clinics before, both in Bremerton and in non-BEFA airplanes – specifically, with the Cascade Warbirds and the second time with the Bonanzas 2 Oshkosh. However, neither time did I receive formal instruction as PIC; I was merely sitting right seat observing the rules and procedures. So with the RV-12 formation flight, it was an opportunity for me to finally receive the formal formation flying PIC instruction I was hoping for (and provide an opportunity for BEFA to beta test what formation flying instruction could look like).

As such, I was honored to be joined by Stan “Sundance” Kasprzyk in the right seat of N262BS. Sundance is former F-15 pilot who actually instructed for the USAF. Feel free to read his write up on the flight here: [https://flightlog.seven-alpha.com/titled “Friday, 23 June 2023 - Van's RV-12iS N262BS.”](https://flightlog.seven-alpha.com/titled-Friday,23June2023-Van'sRV-12iSN262BS) We were also joined by our very own Paul Briede in his highly modified (for air-to-air photography and videography) Bonanza and John Parker as the aviation photographer.

The session started on the ground at RNT with a thorough briefing covering procedures, air-to-air frequencies, emergency protocols like losing line of sight, and, in general, a play-by-play description of exactly what we were going to do, what to expect and what everyone should be aiming for. Before getting in the airplanes we assembled on the ramp to familiarize ourselves with the sight pictures to shoot for. We had agreed that Troy would be the lead no. 1 position with Sundance and I in the no. 2. So making sure I know what sight picture to shoot for, i.e. my position relative to N954B's wing and tail, was vital. We then hopped in the airplanes, and well.....the rest is history: <https://vimeo.com/839485126>



I was thoroughly impressed by how professionally all aspects of this flight unfolded. The radio communication was concise and crisp, the flying was extremely precise, and everything went according to the plan we had drawn up. I could not have asked for a better first formation flight lesson. Now don't muddle my words – yes formation flying can be safe and yes, THROUGH DEDICATED AND SPECIALIZED INSTRUCTION OF PROPER TECHNIQUES AND PROCEDURES it can indeed be safe and professionally executed; BUT, please keep in mind what our ROPs state:

“Formation flying is when two or more aircraft are traveling and maneuvering together in a disciplined, synchronized, predetermined manner. When aircraft are in coordination, within 2,000 feet laterally, and

500 feet vertically of each other, they will be considered a formation. All formation flights in BEFA aircraft need the advance written approval of the Safety Officer or the Operations Officer.”

Rest assured, there are discussion taking place to determine what formation flying instruction at BEFA could look like, which could be a function of specific instructors and may include hour qualification requirements (like requiring 350 hours TT and at least 30 in type and make, for example). In any case, who knows..... maybe this could be the start of BEFA 2 Oshkosh! As always, More to come!
-Rohan Sharma

***Watch your email box for my supplemental report on OSH '23**



-Rohan Sharma

Treasurer: Scott Hunziker

We increased the hourly rates for BEFA aircraft by \$5 back in December, but it's become clear that our rates haven't kept up with expenses. The Board has agreed to increase the base rates by **10%, effective 8/1**. As before, each aircraft rate consists of a base rate to which the cost of fuel is added. With the cost of fuel to BEFA \$0.74/gal higher at Paine compared to Renton, that difference is now also being reflected in the rates.



A pair of "wannabees"

**Operations Manager:
Wes McKechnie**

**Please take note of the bin on
Wes's office door.**

**It has been repurposed as a
Tach Book Holder for airplanes
that have been Grounded.**

**If you Ground a plane, please
put the Tach book/keys in the
bin and put up a Red
Maintenance magnet on the
white board in addition to your
FSP squawk entry.**



**Read
your Squawks
and Notams**

**Congratulations
on your Rating!**



Yun Shi

Trained by the best Uncle in the galaxy!

Adam Tomlinson

Snoopy had a huge adventure flying to McMinnville recently where he posed for photos at various aircraft displays at the McMinnville Air & Space Museum!

He saw a ton of cool things & made friends with a co-pilot space alien named Nova.






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

**No Charge for the CFI (Wes)
He 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.*

PAE Ground School



Private Pilot Ground School

- Prepare for beginning private pilot flight lessons
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- **\$490 includes all supplies**
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Class Dates:
September 19 thru November 28
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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RNT Ground School

Fall
2023

BETA

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\$599 (Includes all supplies)

**BOEING EMPLOYEES CHECK
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Class Dates:

**Sept. 19th thru Nov. 28th
Tuesday and Thursdays**

10:00 AM - 1:00 PM

or

5:00 PM - 8:00 PM

*Ground Instructor: Harlan Zentner
(206) 660-8319*

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.

Thank You Volunteers!



- Connor Van Gerven for setting up the new front office printer and hooking up the new screen for the stand up computer
- Bob Guthrie for re-positioning planes and pilots
- Oren Peterson transporting RNT floats to the PAE Hangar
- Paul Ust for taxiing 9537Q to Ace for maintenance
- Jordan Ming for delivering oil bottles and parts to PAE
- Kirk Runnings' wife for bringing empty oil bottles to RNT for refill
- Steve Kann for repositioning our Atis Radio
- Christian Frey for attaching the new bin to Wes's office door

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



Board Meeting August 17th
4:00PM Renton BEFA



PILOT TIPS

We've noticed most people on the takeoff roll do not lift the nosewheel off the ground early on the RV 12's and let the airplane accelerate, fly (elevate) off the runway, before pitching for Vy. Similar dynamics for landing - bleed airspeed on the runway and let the nosewheel gently settle down on the ground at slower speeds. This is how Matt instructed me and it turns out the folks at Van's strongly encourage it!

Please see below:

It's in the flight training supplement:

- TAKE-OFF (Normal)
- Control Stick – Held half way between neutral and full aft
- Throttle – smoothly apply FULL THROTTLE
- Stabilator Control – hold back pressure on control to RAISE NOSE just clear of ground, release as needed.
- Lift –Off – 50 to 55 KIAS
- Climb Vy – 75 KIAS
- Flaps – UP
- TRIM – as required to hold desired airspeed
- LANDING - With main wheels on the runway, maintain nose-high attitude by continuing to hold back pressure on the control while nose wheel is slowly lowered to the runway. Hold control stick full aft as speed decays and stabilator effectiveness diminishes

It's also on a few Van's forums:

<https://vansairforce.net/community/showthread.php?t=130197&highlight=Takeoff>

-Rohan Sharma

Pilots...

To qualify for Tax Exemption in FSP:

- 1). You must reserve your airplane as a "Training" flight**
- 2). You must have your CFI on board your flight**

**Need a BEFA
Orientation/Refresher?**



**Did you miss this
when you joined?**

**Wes McKechnie will be providing a
power-point presentation
upstairs in the classroom each
Saturday in August at 10:30AM**

Aircraft Rates

August

Boeing Employees' Flying Association (BEFA)						Rates for: Aug-2023	
Airplane	Base	Make/Model	FAA Equipment Codes	Year	Useable Fuel (gals.)	Color(s)	Hourly Rate
N704RY (1)	RNT	C150 (M)	/U VFR	1977	22.5	Blu/Wht	\$ 100.00
N78440 (1)	RNT	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 130.00
N739BT	PAE	C172 (N)	/G IFR	1978	40	Wht/Blu	\$ 175.81
N737WS	PAE	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 175.81
N5344K	RNT	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 169.52
N435SP	PAE	C172 (S)	/G IFR	1999	53	Blu/Yel/Wht	\$ 202.17
N97PD	RNT	C172 (S)	/G IFR	2000	53	Blu/Yel/Wht	\$ 194.77
N9537Q++	RNT	C172 (R/S)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 194.77
N2711R	RNT	C172 (S)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 194.77
N5254W (1)	RNT	C172 (S)	/G IFR	2002	53	Wht/Blu/Red	\$ 170.00
N513MM (1)	RNT	Top Cub CC18	/G VFR	2019	44	Yel	\$ 170.00
N954B (1)	PAE	RV-12iS	G/VFR	2023	20	Blu/Wht	\$ 140.00
N262BS (1)	PAE	RV-12iS	G/VFR	2023	20	Blu/Wht	\$ 140.00
N735LH	RNT	C182 (Q)	/G IFR	1977	75	Wht/Blu	\$ 222.89
N2365C	RNT	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 257.70
N662AJ (1)	RNT	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 226.58
N927CS (1)	RNT	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 345.00
N93WE	RNT	Super Decathlon	/U VFR	1992	35	Red/Wht	\$ 204.47
N9843Y*	RNT	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 286.62
N758NF (1)	RNT	R172K XP-II	/G IFR	1979	68	Wht/Red/Blue	\$ 160.00
REDBIRD	RNT	Redbird FMX Sim	/G IFR	2011	N/A	Wht/Red	\$ 51.00
241GX	RNT	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

(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)

STAFF CONTACT

INFO

Ops Manager: Wes McKechnie

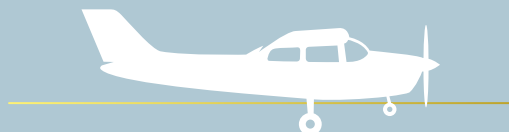
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Emergency/Semi Emergency txt (936) 203-0066

Ops Officer, Scott Hunziker (425) 221-5952

Any Board Member

Ace Aviation