

OCTOBER 2023



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



**BEFA members enjoying the sun
and autumn nights at Manzanita**



Welcome New Members!

Ray Wang | PAE
Derick Harmke | PAE
Peter Sauerwein III Both
Sean Crane | PAE
Barry Crane II PAE
Ahmed Aboudiwan | PAE
Bernardo Anonuevo | RNT
Ronald Fuller III Both
Utsav Bajgain | PAE
Ibrahim Sirad | RNT
YoungHwa Park III Both



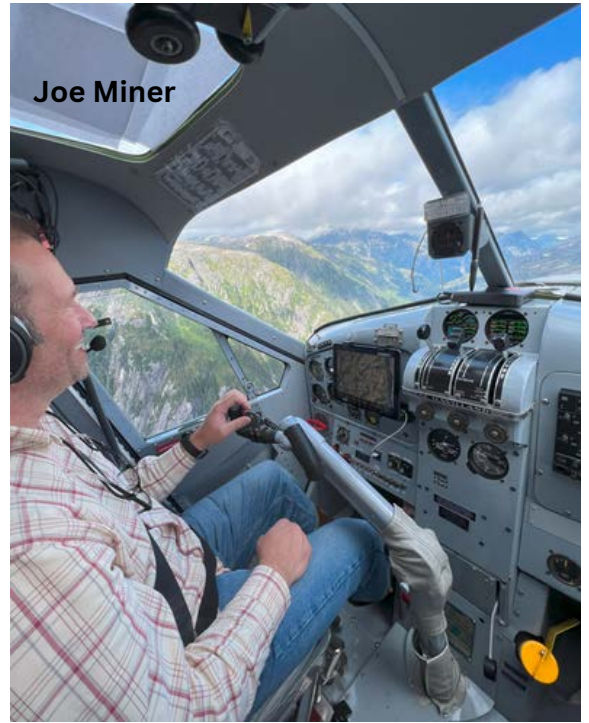
New Ratings

Peter Ehinger Commercial Saladino

President: Bob Moore



Fall Beaver Fever - Delivering the mail from Ketchikan to Hyder. Thanks to Taquan Air! BEFA Members - Joe Miner, Mikel, Bob and Patra Moore



Operations Officer: Matt Smith

I had the privilege of judging at the IAC Aerobatic National Championships the last week of September in Salina, Kansas. One of the things that stood out to me was the operational efficiency of moving and launching airplanes during the course of the contest. If you look at the picture which goes with this article, you'll see we shoehorned roughly forty airplanes into a single hangar. Nobody wanted their airplane to sit out in the sun when they weren't flying, so the airplanes came out and went in depending on which of the categories were flying at any given time. Simply walking across the hangar was an exercise in learning a maze. Several times I thought I was going to make it across only to be turned back by two airplanes so close together the only way through would have been to get on my knees and crawl under them. You can imagine the request "My airplane is in the middle of the hangar, and I'm flying in an hour." The logistics of shuffling were substantial. To make matters worse, aerobatic pilots are obsessive about how their airplanes look. Nobody wanted a scratch on their plane.

With the tight quarters and airplane movement, you would expect a few glitches along the way, yet as far as I know, for eight days, airplanes were shuffled in and out according to schedules, without a tow-bar in sight, and with nary a scratch.

Nobody seemed to be surprised by that result.

At BEFA we have a "tight" hangar and ramp area (my definition of "tight" has changed with this exercise), tow-bars or tugs for every airplane, yet we seem to have regular dust-ups between airplanes or surrounding impediments. (Note the author is a guilty party – see December 2022 Operations article). How can it be that there's a hangar which is incredibly tightly packed with zero hits and an operational ramp and hangar which has challenges, but is not nearly as tight, and we have regular dings?

The answer lies in the group ownership applied to the movement of the airplanes. Every time one of the planes moved, there were at least three, if not more, pilots watching every aspect of the move. When I first witnessed it, I thought it was only for the airplane I was watching at the time, but I eventually realized it was occurring on every move.

Everybody bought into the desire to not have any hurt airplanes. If a plane was to be moved, people in the area quit what they were doing and walked over to help, not just the pilot interested in flying. It was very much a "family" affair. The same should be occurring on our ramp. We all own the airplanes. If an airplane's moving, anybody in the area should be paying attention to make sure nothing bad happens. Even for an airplane moving under its own power, be prepared to watch to make sure it stays clear of nearby obstacles. If a pilot pokes their head in the office and requests help moving a plane, anybody within earshot should be hopping up and saying "I'm in." Just because someone else is flying doesn't make the flight solely their responsibility. A little help goes a long way in protecting our investments. Be a good neighbor. With a little group ownership, maybe we can make this issue a thing of the past. In the meantime, "operate" as if your life depends on it, because you just never know.

Safety Officer: Bob Guthrie

It's official, Fall is here. For some that means time for school, for us it means, Wind, low ceiling and freezing temperatures just about 4000 feet.

When the forecast is overcast at 4000 feet, surface temperature 40 degrees and the convergence zone is developing, shall we go?

With your favorite instrument instructor on board and a clear "plan B" in mind, it could be a good day to practice.

What could go wrong? Maybe ice, so plan B says cancel IFR, drop out of the cloud and return to base.

When you enter the convergence zone, it will be uncomfortable, and that is the time when having the instructor on board is really helpful, because Plan B may be to continue on and that will be a decision best made with the advice of someone who has been there, go on, or turn back.

We are entering the time of the year when ice and wind are a real issues and we will want to practice, is the Safety Officer advising you to challenge the weather?
Definitely NOT

Give yourself a safety margin and remember the weather is not always as forecast, so always have a plan B in mind before you start.
Fly Safe



A packed hangar Photo: Matt Smith

Treasurer: Scott Hunziker

New cylinders on Lycoming and Continental engines must go through a break-in process; if not done correctly, the new cylinders may be damaged. We've determined that our BEFA break-in procedures need to be revised, both to better align them with the manufacturers' guidance and to ensure that they are followed. During break-in, normal training maneuvers are not permitted and a specific set of restrictions apply. When applicable, an FSP squawk will alert pilots that break-in procedures are in effect. Pilots must be authorized in advance to check out an aircraft that is in the break-in period. If the flight includes an instructor, the CFI must also be authorized. Authorization may be requested by reviewing the Break-In Procedure document on the specific aircraft page of the BEFA website, completing the quiz, and submitting it to Operations (Wes, Dillon, and Matt). Please do this early if you think there's a chance you'll want to fly during break-In, as approval likely won't be immediate. N97PD will enter break-in any day now, if it hasn't already.

We expect this new process to protect the investment that we have in these engines. If you have questions or feedback, please let me know.

Pilot Tips

- **Training/Training-Solo** (orange color) is selected for all training flights, dual or training-solo for the furtherance of a private, instrument, commercial, or seaplane license or rating.
- **Training flights qualify for sales tax exemption.** Any flight performed with an instructor on board is a training flight. When scheduling **Training**, insert your instructor's name.
- **Standard Flight** (blue color) is selected for all non-training flights performed by rated pilots.
- Note: Simulator Flight Training does not qualify for sales tax exemption.

Aircraft Preventive Maintenance

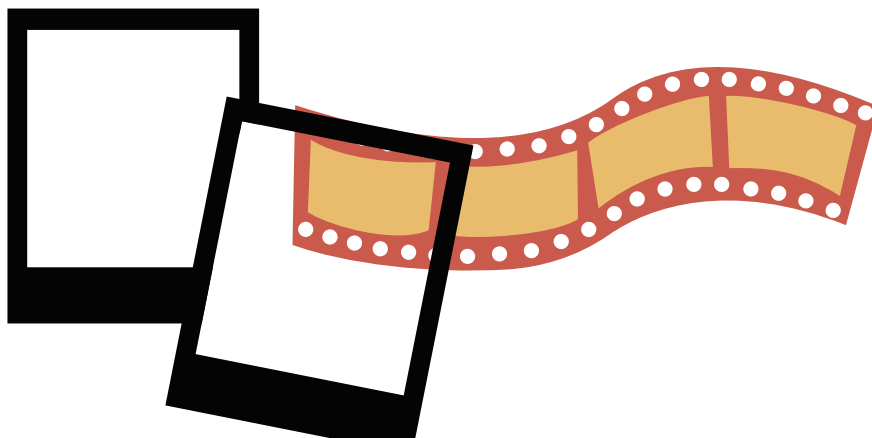
Volunteer your time with the BEFA Crew which performs preventive maintenance authorized by the regulations every Thursday evening in the Renton hangar. This work is supervised by a Certified Airplane Mechanic.

Passenger waiver forms

- A waiver form is required for all non BEFA passengers. In the Renton office, Passenger Waiver forms are located on the wall next to the white board.
- Completed waiver form(s) are placed in the bottom section of the wall bin by the white board.
- *Enjoy your flight!*



Reminder: Be sure to let the office staff know if you have achieved your Solo or a New Rating. If you send us a photo, we'll post it in the newsletter. Articles are welcome.



Ops Manager: Wes McKechnie

OPERATIONS NOTES

- Please do not rest the handle/spout of the aviation fuel dispenser on the lip of the filler hole on top of the wing, hold the spout straight down into the fuel tank without touching the hole edges. This will prevent micro-fractures of the filler lip metal, allowing water to get into the fuel tank.
- Fuel cap issue on 739BT at PAE: Someone at PAE is pulling on this rubber check valve as some sort of preflight check. This is the 4th time maintenance has fixed this issue, two times the student pulled so hard it came completely out. This causes the cap seal to be compromised thus letting water into the fuel tank. Please don't do this, it is not a prescribed preflight item. (This would go a long way in explaining some of the water in the tank of 739BT, according to Maint.).
Please ask Ops if any questions. See below photo.



- Gasper vents: We are still having pilots twist the valves on the gasper vents breaking the open/close mechanism. As with all things on an airplane, they are made light weight and will tend to break easier than your items on your automobile. Go with an easy touch on pushing, twisting or pulling any components on planes. It's all about finesse...
- Please take care of the windshields of the planes. Do not put any metal items other than the aircraft keys on the instrument panel, and keep TKS de-ice fluid off of the windows. N5344K is going to need an expensive new wind screen soon because of this.
- NOTE: Do not use the button on the G5 attitude indicator or HSI to turn off. It will count down and turn off automatically when Master Switch is turned off. If powered down hold power button for 5 seconds at least to boot G5 back. We have been getting repeated squawks of them being inop when it is operator error. Please see an instructor if unfamiliar for a quick brush up on these system operations.

VOLUNTEERS NEEDED

- Someone to ram-rod a small work party to finish top coat painting of the BEFA RNT Breezeway. BEFA will supply all the equipment. The primer is on and completed, thanks to Nate Wilson!.
- Anyone with electrical experience installing RING security systems please contact Wes right away. Most of the hard wire points are already in.

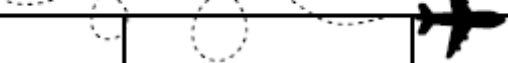


Flying Start Program

ATTENTION:

Student pilots & Rusty pilots!

Participating Aircraft

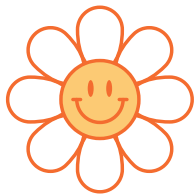


<i>Tail #</i>	<i>Rate</i>	<i>CFI</i>
N704RY	\$100 Hobbs	Wes McKechnie
N78440	\$130 Hobbs	Wes McKechnie
N758NF	\$160 Hobbs	Wes McKechnie

**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.*

**Caleb Pool was
able to make a
dream come true.
His friend Luna
has been waiting
all her life (3
years) for this
flight!**



Thank you Volunteers

Steve Kann for
repositioning aircraft
to/from Ace

Nate Wilson for
priming the breezeway
paintjob
(Any volunteers that
can help with top
coating, please let us
know)



Gary Pipkin for
repositioning aircraft
from Ace



HAPPY HALLOWEEN

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: October 19th, 4:00 PM
Renton BEFA



Aircraft Rates

October 2023

Boeing Employees' Flying Association (BEFA)					Rates for: Oct-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	\$ 178.36
N737WS	PAE	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 178.36
N5344K	RNT	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 173.60
N435SP	PAE	C172 (S)	/G IFR	1999	53	Blu/Yel/Wht	\$ 205.17
N97PD	RNT	C172 (S)	/G IFR	2000	53	Blu/Yel/Wht	\$ 199.57
N9537Q++	RNT	C172 (R/S)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 199.57
N2711R	RNT	C172 (S)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 199.57
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	\$ 228.65
N2365C	RNT	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 264.47
N662AJ (1)	RNT	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 231.38
N927CS (1)	RNT	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 345.00
N93WE	RNT	Super Decathlon	/U VFR	1992	35	Red/Wht	\$ 209.51
N9843Y*	RNT	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 295.59
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

Work Cell: (425) 919-6552

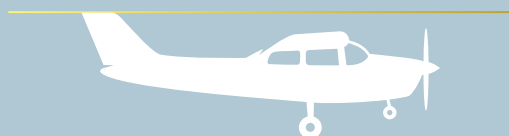
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Jordan Ming

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-Wes McKechnie

-Dillon Blackwell

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by Regal Air

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Ops Officer, Scott Hunziker (425) 221-5952

Any Board Member

Ace Aviation