

SEPTEMBER 2023



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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

KRNT Take-Off



Tapps Island - Bonney Lake

Welcome New Members!

Thomas Circenis I RNT
Cecilia Patrick Family RNT
Harish Chander II Both
Shanying Zang I Both
Dalan Angelo II Both
Eric Bell II RNT
Subhro Kar I PAE
Kevin Abrahamson III Both
Reece Newhouse I Both
Kevin Reynolds I RNT
Christopher Blanc II RNT
Xiyun Gu I RNT
Adam Follrod I Both
Noel Borden III RNT
PV Subramanian II RNT
Matt Berry III RNT
Ravi Kumar I RNT

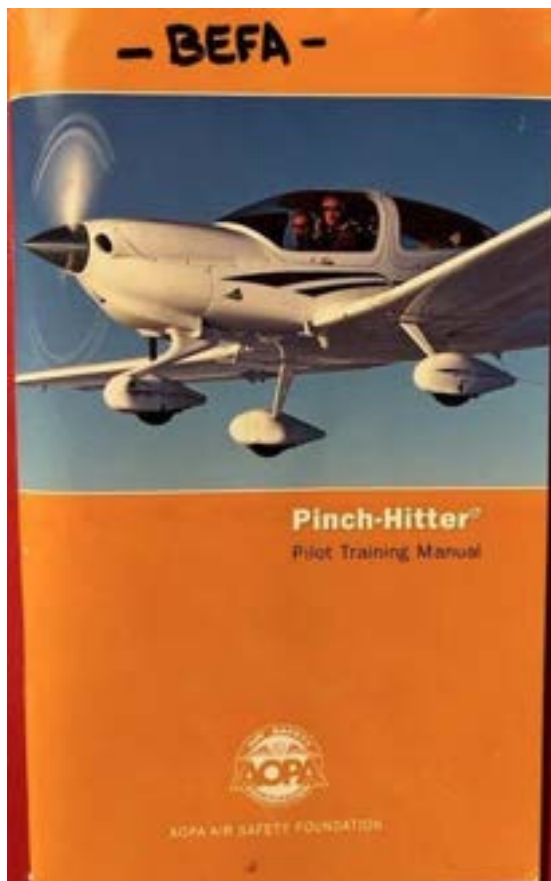
Solos

Jonathan Sippel CFI Ming
Varun Bhargava CFI Blackwell
Bonnie Vannatter CFI Cantwell

New Ratings

Cody Hargreaves CFI Saladino
Kaes Kniestedt PVT Boike/Tomlinson
Shane McLeod PVT Kamnetz
Madeleine Edbom PVT Moore

President: Bob Moore



BEFA offers a unique flight training opportunity known as the Pinch Hitter Program. A number of BEFA CFI's are qualified and authorized to provide this training. Any BEFA member can request a flying companion receive this training,

The purpose of the training is to provide the knowledge, skills and ability for a non-pilot to aviate, navigate, communicate and safely land an aircraft should the pilot become impaired and unable to land the aircraft.

To get started in this program simply ask your CFI, a staff member or any Board Member for guidance. Membership fees and dues are not required for the Pinch Hitter student; normal aircraft rates and instructor fees apply. Logbook records are recommended. Please do not try this on your own!

The AOPA Aircraft Safety Foundation publishes a booklet outlining the program. I have personally seen the need for this training numerous times.

Executive Director: Bob Ingersoll

-BEFA BOARD OF DIRECTOR'S ELECTIONS-

It's that time of year when we start preparing for the 2024 Board elections. This cycle will be for the Board VP, Safety Officer, and Treasurer. The Election Committee is made up of Bob Ingersoll, Steve Beardslee, Bob Guthrie, Matt Smitt, Rohan Sharma and Wes McKechnie. Those eligible BEFA members, Participants, who are interested in being considered as a candidate for one of the three positions should contact one of the Election Committee members to confirm their eligibility and next steps in the candidate process.

Our schedule for this cycle is to officially kick off the election at the September Board meeting; have a candidate slate for the October Board meeting; electronic elections beginning November 1; and election results announced at the November Board meeting. We have a lot of new Participant members and look forward to your interest in supporting BEFA in this manner.



Vice President: Joel Purificacion

Attention all Sky-People. 2023 has seen unprecedented growth at BEFA. Growth in our membership, new faces, new ratings, expansion of our fleet, and our operating bases. Sadly, we've similarly seen an unprecedented number of escapements resulting in safety board reviews.

I want to keep this short and sweet. "The rules of BEFA exist for your safety and for that of your team... they are not flexible." As Matt Smith and Bob Guthrie point out, strictly follow the posted rules about engine break-in. We have four engine overhauls/break-ins coming soon, and we cannot be shortening their economic life (or worse) by doing touch and go's, short flights, and violating the break-in requirements.

Also, regarding the basics of determining airworthiness during your preflight and check-out. Really be a skeptic and question if your machine is airworthy, as if your life depended on it... because it actually does. I'd recommend going thru Howard Wolvington's airworthiness presentation again on his website. flywithhoward.com/resources
Thanks for allowing me to get my Top Gun quote in there!



Secretary: Rohan Sharma

In golf, as in life, you get out of it what you put into it. As I look at BEFA's road ahead, we've got some things to work through, akin to growing pains and reshaping to better cater to membership.

Beyond the aircraft side of BEFA (which is always being worked and critically analyzed), one improvement I am hoping to help with is membership engagement.

If my CFI, Curtis Jacobson taught me one thing (beyond more right rudder), it was to never lose sight of the fact that we are a club, not a traditional FBO – we are all here with the same shared passion so why not look out for each other and have fun!

Along the same vein, I am looking to start a Membership committee. The intent/goal of this committee is as follows: empower members to have more influence, gain experience working with the board, and shape membership engagement activities – fly-outs, pizza parties, talks, happy hours, etc. Some finer details: deeper analysis into membership data and trends to help drive decisions on airplane positions and acquisition, and solicit feedback from membership to determine what is working and what isn't. At the moment, I am targeting 4-6 members, with at least 2 from PAE (1 of them being a student pilot) and 2 from RNT (1 being a student pilot). If you are interested please reach out to me via email – rohansharma92@gmail.com.

As we start prepping for the 2024 Board elections I would like folks to critically think about the title - you get out of it what you put into it. Being part of the board is an opportunity to have influence over decisions and help shape BEFA moving forward – it's all an artifact of how much you are willing to put in. Just be aware of the time commitment such responsibility entails. If you are on the fence about throwing your name in the hat, reach out to me or other board members! We'd happy to chat more about the position and the time commitment.

Announcement: I'll be hosting a Coffee & Donuts talk (come while supplies last!) on Saturday, September 9 @ 930am at the BEFA Hangar about my recent trip to Oshkosh and back! I've got lots of videos and photos to share. I'll also walk through my flight planning methodology and how the RV-12 performed for the journey. PAE pilots – it would be great to fly down for this! I probably will since I live up north

Check out the view from my Ballard flight!

-Rohan

Operations Officer: Matt Smith

From the good-news mail bag comes a note that N737WS is officially back on line at Paine airport with a new engine and an increased gross weight of one hundred pounds. We replaced the original Lycoming O-320-H2AD with an O-320-D2J. This makes the engine common with N739BT and N5344K. The new engine and ancillaries weighs twenty three pounds more than the old one, but with the increase in gross weight, the useful load goes up by seventy seven pounds.

Toss a couple of friends on board and head out for a hamburger. Enjoy!

One operational note on N737WS....As I write this, the airplane is still in the engine break-in phase.

During this time, we ask pilots to adhere to the specific flight instructions in FSP. Please check FSP before you fly. Keep the individual legs to at least one hour (cross country type flights), no touch and goes, and run the engine at 75% power (roughly 2500 RPM) with no leaning. For engine longevity, it is important to break the engine in properly. Doing things correctly now will save BEFA money in the long run. When the break-in period is done, we'll remove the additional instructions from FSP.

As a reminder, N737WS has an Aspen E5 attitude indicator and directional gyro. It has basically the same functionality of two Garmin G5's but is operationally slightly different. If you haven't used it, you'll need to grab your favorite CFI and get familiar with the unit. I've found it quite intuitive, and easy to learn. In addition, there is a Garmin 650 in the airplane, but there is no ADSB-in. I fly other airplanes without ADSB-in, and have found a commercial ADSB receiver feeding Fore-Flight on my I-phone or I-pad works just fine.

Following up on news from last month, both RV's are now in Everett. I've been doing transition training for interested pilots, and find the planes a lot of fun to fly. Grab an instructor and go for a test flight.

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

Airworthy, and Separation

Two subjects of great interest to all of us pilots. Failure in the first can bring all sorts of administrative problems, from a simple requirement for additional training, to lost license, but the second can be a real problem.

We had a series of questions last month about airworthiness, and decided to invite the entire membership to our CFI meeting, where Howard Wolvington clearly described the requirements and what we can and cannot do in case we come to the plane and some piece of equipment is not working.

There were about 40 of us there and his presentation lasted an hour, then we broke into small groups, ate pizza and discussed the subject. Forty is a good group but there are nearly 500 of us, so my advice to the rest of you is "log on to Fly With Howard.com". You can review his presentation there, and it may protect you from some of those administrative actions.

Separation is provided for us at Paine and Renton by the tower operators, we all know and are patient with the phrase wait three minutes for wake turbulence from the departing jet. However, when the holding lines are long and the Cessna is just turning base, we just know we could safely get off, if the tower would clear us, but they don't and we are safe, and we finally fly.

Sometimes we go to AWO, or S50, and now we get to make the decision, is it safe to go, what is the proper separation, you decide. We all know any airplane larger than the one we are flying will have wingtip turbulence enough to upset ours. One example will not satisfy every situation we are confronted with, but here is one. I am in the Citabria on long final at S50, behind a light twin, distance looks good and I am slower than the twin so I continued the approach, just before he touched down the Citabria rolled right about 45 degrees, I corrected continued the approach and the twin was off the runway, in plenty of time for me to make a landing, what is the safe separation, you get to decide every time.

Fly Safe.

**Operations Manager:
Wes McKechnie**

We welcome our new Asst. Operations Manager, Dillon Blackwell.

He is onsite part -time at RNT and a BEFA CFI as well. Come say Hello.



**Did you get your
Mountain checkout
yet?**

**DO SOMETHING
TODAY THAT YOUR
FUTURE SELF WILL
THANK YOU FOR.**

**Asst. Operations Manager:
Dillon Blackwell**

Howdy! My name is Dillon Blackwell. I was born and raised in Texas, the best country in the world.

(I passed geography class. I know Texas is a state. Texans are proud to be Texans though.)

I attended Texas A&M University and graduated in 2019 with a degree in Telecommunication. The month after graduation I started my flight training and soon after became a CFI. In January of this year, my wife and I moved to Washington for her job at Boeing. I am a CFI at BEFA and took on the Assistant Operations job just a couple of weeks ago. Stop by and introduce yourself. I look forward to meeting you if I haven't already!



Accounting: Millicent Rhoades

Starting August 30th, an automatic 3% surcharge will be added to credit card payments through FSP.

Checks and Zelle are still accepted.

Congratulations on your Rating!



Cody Hargreaves earned his CFI Certification and is BEFA's newest CFI!

CHEERS!



**Kaes Kniestedt
earned his
Private Pilot license!**



Congratulations on your Rating!



Madeleine Edbom

Private Pilot!

Shane McLeod

Private Pilot!



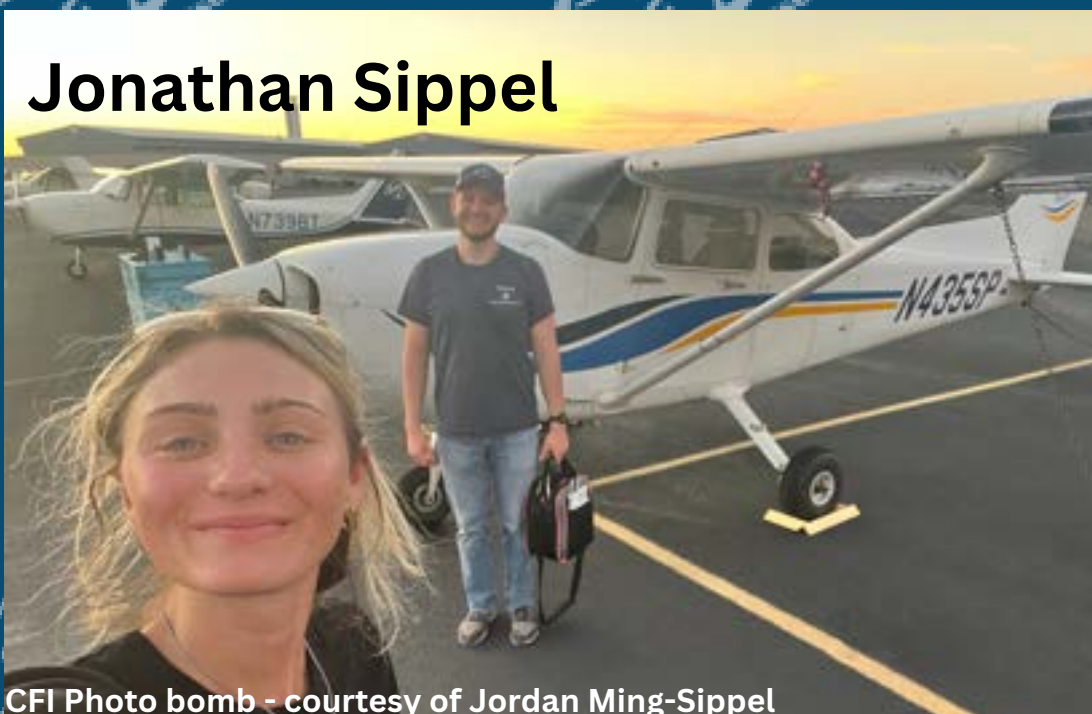
Congratulations on your

Solo!

**MATT
JOHNSON**



Jonathan Sippel



CFI Photo bomb - courtesy of Jordan Ming-Sippel

Congratulations on your *Solo!*



Varun Bhargava

Celebrating Dreams and Giving Back: EAA Young Eagles

By: Jennifer Iiams

August 21, 2023

For three remarkable decades, the Experimental Aircraft Association (EAA) Young Eagles program has been a beacon of inspiration to young individuals aged 8 to 17, bringing smiles, excitement, and the remarkable opportunity to take flight for the very first time, all at no cost.

Young Eagles is unique in its mission, standing as the sole program with the explicit goal of introducing and inspiring young minds to the world of aviation. In the last 30 years, over 2.3 million young individuals have taken to the skies, courtesy of the program. This astounding number stands as a testament to the power of dreams and the generosity of those who believe in nurturing the aspirations of tomorrow's aviators.

To me, few experiences compare to the euphoria of intertwining my passion for flying with the joy of service.

On Sunday, August 20, 2023, I had the honor of supporting this incredible program for the first time as a volunteer pilot. Representing the Boeing Employee Flying Association (BEFA), I took to the skies with aircraft N739BT.

Despite the sun struggling to pierce through the layer of haze and smoke at the Arlington Municipal Airport in Snohomish County, Washington, participants and aviation enthusiasts converged with an infectious spirit of excitement. As the aircraft engines roared to life, the children's faces lit up with a mixture of excitement and wonder. The sound of engines humming was a promise of adventure, of possibilities, and of discovering the world from a whole new perspective. This event marked a special time in my aviation journey. Having discovered an interest in aviation after the age of 17, I did not have such a warm introduction to the world of flying. But fueled with ambition, I was determined to one day fly airplanes and applied for scholarships like crazy. In 2019, my dedication was rewarded with a \$5,000 flight training scholarship from the EAA, which had to be used within one year. The first installment was granted upon the solo, while the remainder followed the successful completion of a checkride. This timeline propelled me into the world of flying and I could not be more grateful. Without EAA's generosity, I know I would not be where I am now. I am honored to now be able to give back to the EAA by supporting programs like Young Eagles – programs that hold the potential for me to change lives and instill a lifelong love for flying for other people now.



N739BT getting a much-needed bath prior to the event. Assisted by Martin Groves (left) and Matthew Gross (right).



Beth Kovarik (left) and her three children, Isabelle, Aidan, and Evan. The first of three groups of Young Eagles I, Jennifer Iiams (middle), flew.

In all, 130 children took to the skies in Arlington. The event was a tribute to the generosity and dedication of the Experimental Aircraft Association member volunteers – who make these flights possible. The Young Eagle program stands strong, ready to shape the journeys of countless more potential aviators.

In commemorating three decades of soaring dreams, of kindling the flames of curiosity, and of sending imaginations to new heights, I'd like to thank the incredible volunteers who make it all possible. Though the event was cut short due to falling visibility, the memories of this day will continue to inspire young hearts, proving that when we come together with purpose, we can ignite the spark of possibility in the eyes of the next generation.

Proposing Aviator Style by Evan Little

When it was time to plan out how I was going to propose, the idea to go flying was suggested numerous times among my friends and family. I had never given this idea any serious thought until Karlee, my (now) fiancée said, “I would love to go flying again soon!” Her desire to go flying immediately put my plan into motion. I needed a foolproof plan - one that would work around and accommodate Seafair TFRs and weekend traffic at Friday Harbor (KFHR). At 9:30am sharp, we set out in N97PD on the “scenic” route to FHR via Snoqualmie Falls, Mount Vernon, and Anacortes. Upon landing at FHR, I noted that we were going to make a quick stop at a park before having lunch at Downriggers. At this park, we took in the scenery for several minutes before I pulled the ring out from my pocket and proposed. It was a moment we will never forget!

After we had spent some time exploring the town and calling loved ones to share our news, we climbed back into N97PD and journeyed back to the Seattle area. Because of the Seafair TFR, our destination was Crest (S36) where N97PD would stay for the remainder of the afternoon. As an additional surprise to Karlee, I arranged for our families to be waiting for our arrival at Crest. Naturally, I tried my very best to make the *smoothest* landing of my flying career so far. The day could not have been more perfect. 8/4/23 will be a day that neither one of us will forget!



**She said
“YES”!**

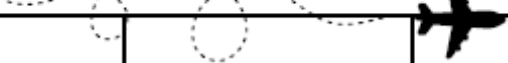


Flying Start Program

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.*

Fall
2023

BETA

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Communications | FAA Regulations

This 60 hour course offers training to help
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Endorsement provided to take FAA
exam upon successful completion.
Classroom limited to 15 Students

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

Boeing Employees Flying Assoc.
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Private Pilot Ground School

- Prepare for beginning private pilot flight lessons

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- Endorsement provided to take FAA written exam upon successful completion

\$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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Thank You Volunteers!

Rod Ash - for the donated aviation art

Gary Pipkin - for repositioning planes and for transportation to Auburn airport for 704RY pick up.

Kirk Running/Mike Dubbury - for ops assistance at PAE

Charlie Mallory - for repositioning planes

Tim Allen - for pilot pickup at ACE

John Bartlett and Steve Kirsch - for delivering a part to Friday Harbor for AOG plane

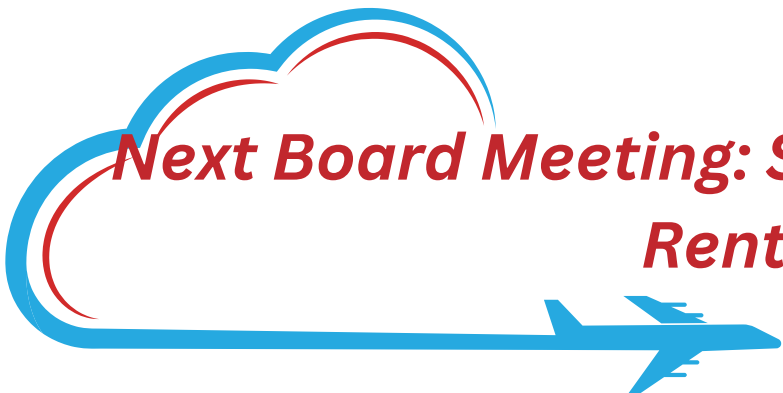
Harium Martin-Morris - for setting up the PAE office for office support, network and computer set up.

**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: September 21st, 4:00 PM
Renton BEFA***



Aircraft Rates

September 2023

Boeing Employees' Flying Association (BEFA)						Rates for: Sep-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	\$ 178.19
N737WS	PAE	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 178.19
N5344K	RNT	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 173.60
N435SP	PAE	C172 (S)	/G IFR	1999	53	Blu/Yel/Wht	\$ 204.97
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

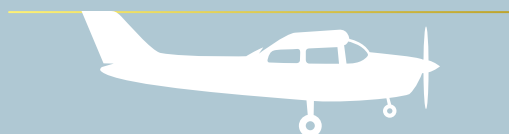
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Steve Kirsch

Mike Dubbury

Jordan Ming

PAE Ops

Wes McKechnie

PAE Maintenance performed
by Regal Air



BEFA Aircraft Maint. Issues

Contact in the order:

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Operations Officer, Matt Smith

Any Board Member

Ace Aviation