

NOVEMBER 2023



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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



Welcome New Members!

Shijie 'Jack' Bao I RNT
Chengming Zhang III RNT
Kail Laughlin I PAE
Brandon Fullmer I RNT
Thomas Sanderson II Both
Phillip Tsui II Both
Garrett Dress-Moran III Both

Solos

Harrison Grubman (cfi) Briede
Bryson Viehweg (cfi) Running
Ben Wang (cfi) Makela



New Ratings

Mahesh Bhide Private Gaubatz
Conner Van Gerven IFR Tomlinson
Elisha Makarevich Private Saslow
Peter Ehinger CFI Saladino
Jonathan Sippel Private Ming
Kevin Chen Private Saslow

President: Bob Moore

VP: Joel Purification



As a BEFA Participating Member, you are invited to vote to elect Vice President, Treasurer and Safety Officer for the 2-year terms which begin January 1, 2024. Please review the duties of these officer positions and the candidate statements that have been prepared by each of these candidates, then vote and submit your ballot by November 15th at noon.



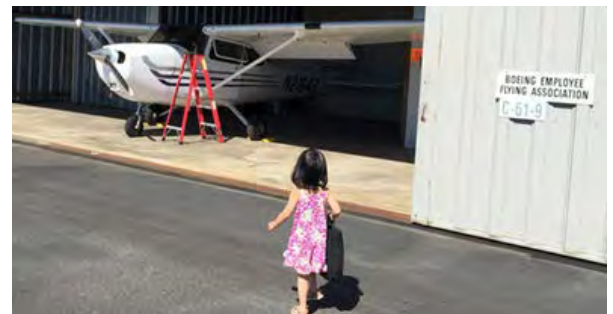
**If you have any questions, please contact your election administrator:
Steve Beardslee
(sbeardslee487@gmail.com)**

Have you ever wondered why pilots reply to ATC with the use of “we” when speaking in the first person – on a solo flight? (eg. “We’re inbound, two miles north of Bellevue). I was curious about why we speak in this way and looked it up. The aviation folklore suggests that the human pilot and the airplane are a team of two. This brings me to my experiences with N2164Z.

As in the movies *Dances with Wolves*, or *The Martian*, us operators grow connected with our vehicles whether it’s a horse or a Mars buggy. We’re both committed to our adventures as a “2-person” team of human and machine.

Well, I had the sad honor of being the last BEFA member to spend the final moments with 64Z as she was cut down and hauled away to the scrapper. She was involved in a loss of thrust accident in 2021 and stored in our Paine hangar for NTSB investigation. The pilot walked away – thank God! I’ve entrusted 64Z on numerous missions over the years and placed the safety of my young kiddos in her care.

Let me take a few moments to share her better days...



Operations Officer: Matt Smith

I have two items to cover this month.

First, just like local governments, BEFA needs to take care of its annual elections during November. This year, Vice President, Treasurer, and Safety Officer are open. All of the candidates are new to these positions. Please take some time to review the qualification statements to determine who you think is the best person to fill the job. All offices on the BEFA Board are very time consuming and critical to the success of the organization.

Members who run for these positions are dedicated to BEFA and deserve your consideration. When you receive your e-mail notification (Participating members only), please go ahead and vote. The balloting will be all electronic (no snail-mail notification or paper ballots), and will close November 15th.

Please participate in this critical process.

The second item concerns the fact we're entering the prime cold/flu/Covid time of the year. This is a gentle reminder to go through the PAVE checklist before you fly, with some emphasis on the "P"ilot portion which leads to the IMSAFE checklist, where the "M" stands for "M"edications. For example, people's reactions to vaccines can be very different. One person may feel nothing with a flu vaccine while others will feel lousy. When I turned 65 I got a dose of the "old fart" version, which is four times the normal dose of the vaccine. It put me in bed for a day. This year, it was a non-event. Go figure. In addition, during the winter season, we have a tendency to pick up medications on an ad hoc basis when a cold hits without thinking about their implications to us as pilots. Some medications have alcohol in them, some will impact your blood pressure, some will tend to cause you to dehydrate. Remember, your blood's ability to absorb oxygen is a function of your hydration level, and being dehydrated can have a substantial effect on your cognitive function at altitude. Pay attention to your body and don't fly if you don't feel good.

Two other reminders...First, if you get a Covid vaccination, the FAA still requires you to avoid flying for forty-eight hours. I checked just before writing this, and the mandate is still in place.as far as I can tell (https://www.faa.gov/coronavirus/guidance_resources/vaccine_faq, or https://www.faa.gov/ame_guide/media/vaccines.pdf). I believe the latter link is the most up to date (06/28/23).

Second, is a reminder that just because Washington state has legalized marijuana does not mean you can consume it and fly. Being a pilot is a federally regulated activity, and marijuana is a Schedule 1 substance. If you test positive, you will lose your certificate. As an aside, even within the borders of Washington state, it is illegal to even carry marijuana or products containing marijuana in the airplane (https://www.faa.gov/sites/faa.gov/files/pilots/transporting_marijuana/Illegal_Marijuana_Flights_Toolkit.pdf). There is a good AOPA article on this (<https://pilot-protection-services.aopa.org/news/2019/september/01/cannabis>). While there are discussions at the federal level to move marijuana to a Schedule 3 drug, which may have implications on pilots, nothing has been done as of this writing. Therefore, just say NO!

Enjoy winter flying, and as always, "operate" as if your life depends on it, because you just never know

Reminder: If you borrow a loaner flashlight or headset or other item from BEFA, please be sure to return it so others can also use it.

Safety Officer: Bob Guthrie

NEW STUDENTS/ INSTRUMENT STUDENTS

Today's forecast, rain, low ceilings and windy, and we will likely see that many times in the next few months. That means fewer long cross country flights and somewhat better availability of airplanes, and there will be lots of days acceptable for training.

BEFA currently has 40 flight instructors, and there will be more, we have standards but we have different methods of teaching, some of us point a lot at instruments we think need your attention, others explain in great detail what the instrument is telling you, one of the nice things at BEFA is a students ability to change instructors if your first choice isn't working.

We have a common goal, no matter our technique we want you to be a safe, proficient pilot, able to make correct decisions when the flight isn't going as planned. We are not trying to get you through a test, but you will surely have to pass one, and we have a procedure to help get you ready for it, called "phase check" your instructor knows that the airman certification standards has a guide that covers the items that must be tested. *Visit Befa.org and sign in under your Members Only log in to find these forms.*

Instrument students are blessed with a lot of weather that allows training in actual conditions, and you will have a lot of company in the clouds, meaning among other things that a lot of pilots are trying to get the controller's attention. When communication results in a requirement for you to call the controller following the flight, the result is normally an opportunity for them to correct your procedure, one experience tells me that if you are asked to call, when you do get the name of the controller you are talking with. If there is a shift change before you land, the controller will have to report that you didn't call, and if you do not get the name of the controller you actually talked with, you will likely get a visit from a supervisor, and it will be helpful for him to know that the call was made.



Treasurer: Scott Hunziker

Just a reminder that monthly dues are \$135, and it's \$25 for LOA. They increased back in January, but there are still a few members sending in the old amounts. If you haven't checked on your automatic payments lately, it might be a good idea to do it now.

Here I'll share a recent embarrassing moment, in the hope that it might be a reminder and save you from embarrassment or worse. I was flying some distance from home when my iPad (running Foreflight) locked up. No problem, I have a backup! Wouldn't you know, the batteries in the backup iPad were completely dead. Not where it belonged in my flight bag, but after a lot of digging I came up with the charging cable I needed to bring it back to life.

How many other things am I carrying around, giving me a false sense of security while just acting as ballast? Years ago, my handheld radio had dead batteries right when I really needed it. Since then, I've had a periodic reminder on my calendar to check on them. Looks like I need a similar reminder for the iPad battery. What else is in my flight bag that ought to be checked for operation? Flashlights? Pulse oximeter? PLB? I'll bet you can think of a few others.

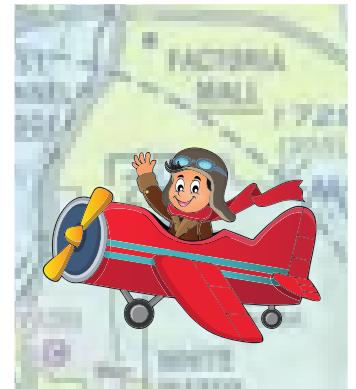


Congratulations on your Rating!

**Maresh Bhide
Private Pilot!**



**Elisha Makarevich
Private Pilot!**



**Kevin Chen
Private Pilot!**

**Jonathan Sippel
Private Pilot!**



**Matt Noble
Private Pilot!**



Conner Van Gerven



Instrument Pilot!

Congratulations on your

Solo!



Harrison Grubman



Bryson Viehweg



Ben Wang

HAPPY HALLOWEEN



Chris Sherland is Trick or Treating at BEFA in his old
Sonic mascot costume (When Seattle had a team)
Celebrity in the house!

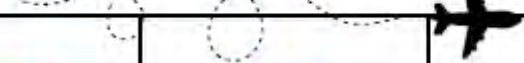


Flying Start Program

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.*

**Winter
2024**

Boeing Employees Flying Association

BETA

PRIVATE PILOT GROUND SCHOOL

Train for a lifetime of NEW experiences!

ITINERARY:

**Aerodynamics | Weather | Navigation |
Airport and Airspace Operations |
Communications | FAA Regulations**

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

**Boeing Employees Flying Assoc.
840 W. Perimeter Rd
Renton, WA 98057**

**Register with Renton Technical
College (RTC) Today!**

(425) 235-2352 ext. 5528

\$599 (includes all supplies)

**BOEING EMPLOYEES CHECK
WITH LTP OR QTTP FOR
EDUCATION VOUCHER.**

Class Dates:

January 9 thru March 14

Tuesday and Thursdays

10:00 AM – 1:00 PM

or

5:00 PM – 8:00 PM

Ground Instructor: Scott Hunziker

(425) 221-5952

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.



Private Pilot Ground School

2
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4



- 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 QTP for educational voucher

**Winter Quarter
Class Dates:**

**January 9-March 14
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.



Thank You Volunteers!

**Kieran Keesler and Bruce Baker for Maintenance/Pilot
pick ups /drop offs at Ace**

BEFA Crew Volunteers for their continued support with fleet

Harium Martin-Morris, Joel Purificacion, and Mike

Dzubinski for assisting with the salvage pick up for 2164Z

**Paul Ust for his dedicated support in keeping the GPS
cards up to date in the BEFA planes**

**The mystery donations of Halloween candy for the BEFA
ghosts and goblins**

**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: November 16th, 4:00 PM
Renton BEFA***



Aircraft Rates

November 2023

Boeing Employees' Flying Association (BEFA)						Rates for: Nov-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	\$ 174.11
N737WS	PAE	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 174.11
N5344K	RNT	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 173.60
N435SP	PAE	C172 (S)	/G IFR	1999	53	Blu/Yel/Wht	\$ 200.17
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

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Asst. Ops Manager:

Dillon Blackwell

Cell: (512) 826-2966

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RohansSharma92@Gmail.com

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Steve Kirsch
Mike Dubbury

PAE Ops

Jordan Ming
-Wes McKechnie

PAE Maintenance performed
by Regal Air

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Emergency/Semi Emergency txt (936) 203-0066

Ops Officer, Scott Hunziker (425) 221-5952

Any Board Member

Ace Aviation