

FEBRUARY 2024



NEWSLETTER

BOEING EMPLOYEES' FLYING ASSOCIATION

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

BEFA History Featuring...



1983

Welcome New Members!

Benjamin Shashikanth Both
Sigmund Baretto PAE
Rami Ayari Both
Patrick Snow RNT

New Ratings

Brian Skeen Commercial Saladino
Eric Behrendt Instrument Moore



Photo courtesy of Brian Tate

P-12 Static Display
owned by Lew Wallick
for the BEFA Open House
Boeing Field-1983

President: Bob Moore
As BEFA celebrates our
Anniversary **70th**

this year and 35th at Rentons Clayton Scott Airport, the web of aviation memories and accomplishments abound.

I first met “Scotty” in the early 1950’s in Wichita when he pulled into our driveway in his MGTC with the top down on a Saturday while we were doing yard work. My mother runs over to this guy, gives him a big hug and in her southern drawl yells “Hi Scotty.”

This week Becky Wallick reached out to BEFA when she received a photo of Lew Wallick’s restored Boeing P-12 at a 1980’s BEFA open house. It turns out a number of current BEFA members, Bob Guthrie and Gary Pipkin remember the event. Bob Guthrie served as a “P-12 guard.” That airplane now hangs in the Museum of Flight.

Becky published a book “Growing up Boeing” that she will make available to BEFA members. Please sign up for a copy with Diana.

Leading up to our anniversary celebrations this year, if you have BEFA/Boeing stories to share, please submit to the Newsletter editor.

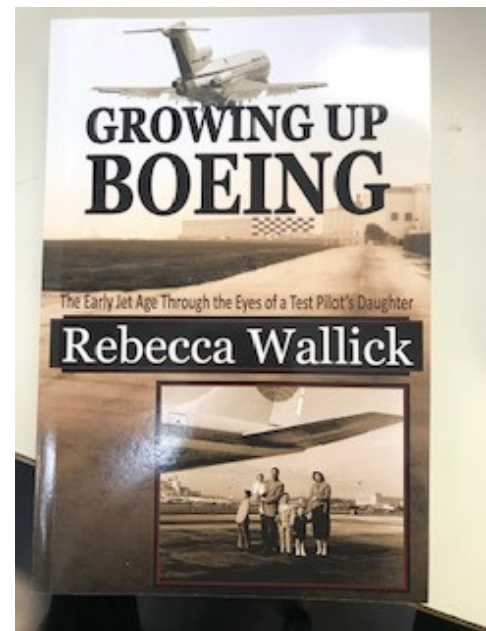


Photo courtesy of Brian Tate

Lew Wallick



**Boeing 737 currently parked
in front of
the BEFA Hangar**



**Hangar Round Table
Saturday, 2/17 @ 9:00am
Bring any questions, ideas,
concerns for discussion.**

Operations Manager: Wes McKechnie

737 PARKING HAS RETURNED TO BEFA RNT

As you've probably noticed, the BCA production 737's we usually have parked out in front of the Renton office 840 Hangar have returned. Please stay clear of them. Do not move aircraft or equipment under or around them, and direct your guests to stay away from them. We again cleared the tiedown spaces near the NE corner of the hangar complex by the end of the breezeway to facilitate aircraft in-gressing & egressing from the hangar to the ramp middle aisle for engine start and shutdown in the middle aisle. Please do not park in those two spaces. If any questions, please reach out to BEFA Staff or your CFI.

Thank You

FAREWELL BERNIE AND DIANE

Our long time fueler and maintenance providers for a couple of our planes have retired and sold Pro-flight. The Pro-flight name is being retained and all fueling services to BEFA will continue as normal. There will no longer be maintenance however, as the new owner's business model is redirecting more towards logistical support (catering, parking, light servicing, car rentals) of business jets and transient parking. "Trucked to plane" 100LL fuel is still a service to us, and they have pilot supplies. We wish to thank Bernie and Diane for their excellent service, friendship and support to help BEFA succeed over these many years, and wish them well!

• BEFACT DONATIONS

We would like to thank Jean Suchadolski for the generous donation of the C-150 float plane and trailer to The Boeing Employees Flying Association Charitable Trust, a 501 c3 that provides out reach to the community to enhance aviation opportunities. We would also like to thank an anonymous longtime BEFA member for their very, very generous cash donation to BEFACT as well. The selfless generosity of these and other donors over year 2023 is so greatly appreciated to help kids in need access aviation. **DONATIONS STILL NEEDED:** Please keep BEFACT in your charitable giving thoughts. Boeing company will match 50% of Boeing retirees contributions, and match 100% of current employees (!) to BEFACT, a registered 501 (c) 3. Make the conveyance out to BEFACT, (Boeing Employees Flying Association Charitable Trust). Chris Sherland is teaching the BEFACT Private Pilot Ground School Outreach Program, to the Renton School District students, and we have the \$10,000 donated toward our first scholarship for a students flight training that we are building up. Please contact us if any questions!



• THANKS TO BETH SILRUS AND KEVIN COOK
Much appreciation to Beth and Kevin for securing the lifts and working out in the rain to get our industrial style floodlight working that shines in front of the hangar.

Safety Officer: Paul Briede

What can you do to help reduce runway incursions?

A runway incursion is defined as any occurrence at an airport involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take off of aircraft. Causes? It could be pilot error, controller error, miscommunication, fatigue, airport unfamiliarity, lack of situational awareness, or a combination of issues. On January 2 of this year at Tokyo's Haneda airport, a Japan Airlines Airbus A350 collided with a Japanese Coast Guard Dash 8 due to a runway incursion. Of the 385 people involved in this accident, there were 5 fatalities. On March 27 of 1977, two Boeing 747 aircraft collided due to a runway incursion on the Spanish island of Tenerife. Of the 644 people involved in this accident, there were 583 fatalities. The Tenerife accident is one of the most well known and deadly accidents in aviation history.

Runway incursions do not just happen to pilots with less experience, they can happen to some of the best and most qualified pilots and controllers we know. Sure, a student pilot with less than 40 hours of flight time could be a potential offender. But I'd argue a pilot that has thousands of flight hours operating the same aircraft from the same airport for multiple years could be just as great an offender. Are all runway incursions the result of an Air Traffic Controller issuing the wrong clearance? Absolutely not, us pilots are just as guilty when these events occur. Have you ever had a miscommunication with a family member? A coworker? A fellow pilot? Was the message that was delivered from the sender the exact same as the message received by the listener? A runway incursion could occur due to a simple miscommunication. Aviation is a team sport and we need to keep our heads on a swivel to ensure we don't get complacent.

What are some ways you as a pilot can contribute to reducing the potential for a runway incursion? How about reviewing airport diagrams and paying special attention to airport hotspots in your preflight brief? How about maintaining a sterile cockpit for all ground operations and not allowing yourself to get distracted? How about reviewing the various types of airport signs, lights, and markings on an annual or semi-annual basis? How about visually verifying the runway environment is clear in both directions when a controller issues you a takeoff clearance? How about admitting you are lost to an Air Traffic Controller when you have no clue where to go? There is no simple singular solution to this ongoing issue but I urge you to find ways to reduce the likelihood you will be part of a runway incursion in your personal and professional flying.



Treasurer: Thomas Hansen

**If you are using Zelle to pay your BEFA FSP account,
you can now send to:**

Billing goes out on the
1st of the month.
Balance is due by the
25th of the month.



**Accounting@befa.org
or
Treasurer@befa.org**



Learn how to use Zelle

Setting up Zelle

1. Go to <https://www.zellepay.com/>
 - a. Search for your bank to see if it is supported by Zelle.
2. <https://www.zellepay.com/get-started>
 - a. Use the above link to find your bank and click your bank.
3. The link should redirect you to your online banking.
 - a. You can sign in to your online banking and enable Zelle.
 - b. If any errors occur while trying to enable Zelle, you will have to contact your bank to fix this error.

Adding BEFA as a recipient

4. Once Zelle is enabled go to your online banking, go to Pay and Transfer or a similar button.
 - a. Click Pay
 - b. Add new recipient
 - c. Enter "treasurer@befa.org" the payee name associated with this email address is "Boeing Flying Association"
 - d. Make sure that the name you use to send the payment (i.e., your bank account name) matches the name on your BEFA account. This is important so that BEFA staff can match payments to the correct account. If you're not sure what name will appear as payor, please test it by using Zelle to send \$5 to a friend or family member.
 - e. Your online banking interface may only give you the option of entering a first and last name and not a business name. If so, you could enter "Boeing Employees" as the recipient's first name and "Flying Association" as the last name.
 - f. The software may indicate that you are making a payment to "Boeing Flying Association". If the software gives you a payee name and it's not this name, recheck your entry of the "treasurer@befa.org" email address and cancel the payment before sending if needed. If the email address was correctly entered and a different payee name appeared, please let the treasurer know.

Making Payments to BEFA via Zelle

5. Go to your "My Zelle Recipients" find BEFA or select BEFA as the recipient for payment.
6. Select the account you want to make the payment from (if you have multiple accounts at your bank).
7. Enter the payment amount.
8. Verify your entries before you send the money.
 - a. It is possible to use Zelle for recurring payments to BEFA; this would be appropriate for monthly dues since the amounts are consistent.

Checks and Credit Card payments are other options.
Credit Card payments will include a 3% fee.

NEED SOMETHING TO DO IN FEBRUARY?

UPCOMING PILOT EVENT!

NWAC Puyallup, WA



Meet Brock Blahous!
He is part time BEFA Ops support/CFI at the PAE office. Administrative help is still based out of Renton BEFA.

24 FEB Northwest Aviation Conference & Trade Show

Map data ©2024

Get tickets Directions Share

Details

🕒 Sat, Feb 24 – Sun, Feb 25

📍 **MattressFIRM Showplex**
Aircraft ShowPlex Exhibition & Conference Center,
MattressFIRM Showplex, 110 9th Ave SW, Puyallup, WA

For over three decades the Washington Aviation Association has been pleased to present the Northwest Aviation Conference & Trade Show.

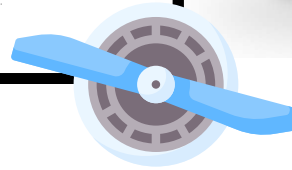
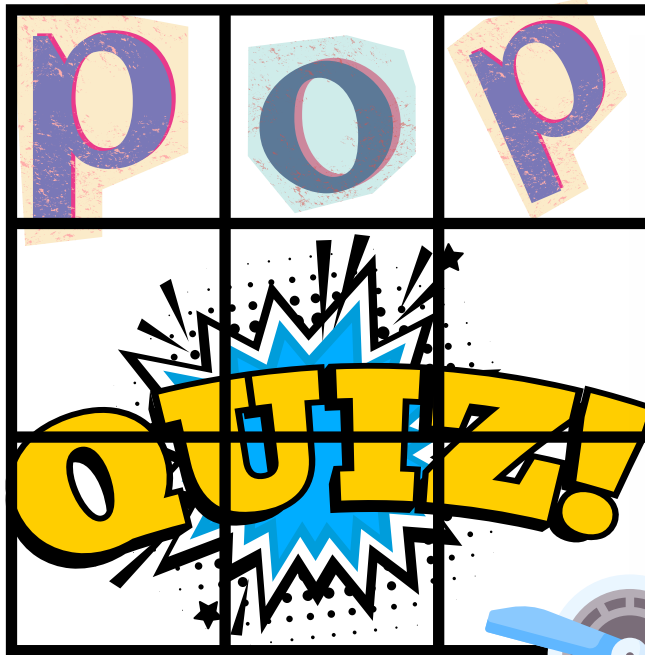


Details

Schedule

For over three decades the Washington Aviation Association has been pleased to present the Northwest Aviation Conference & Trade Show. This event has grown to over 75 hours of safety seminars and 122,000 square feet of aviation displays with an annual attendance of over 10,000!

- **Hours:** Sat: 9:00am - 5:30pm; Sun: 10:00am - 4:00pm
- **Location:** Mattress Firm ShowPlex - Enter at Blue Gate
- **Admission:** \$10
- **Contact:** Rachel Hansen, (360) 427-5599
- **Email:** rachel@washington-aviation.org
- **Website:** www.washington-aviation.org



Private Pilot Ground School Quiz #1

- Should it become necessary to hand-prop an airplane engine, it is extremely important that a competent pilot:
 - Call "contact" before touching the propeller.
 - Be at the controls in the cockpit.
 - Be in the cockpit and call out all commands.
- The basic purpose of adjusting the fuel/air mixture at altitude is to:
 - Decrease the amount of fuel in the mixture in order to compensate for increased air density.
 - Decrease the fuel flow in order to compensate for decreased air density.
 - Increase the amount of fuel in the mixture to compensate for the decrease in pressure and density of the air.
- If an aircraft is equipped with a fixed-pitch propeller and a float-type carburetor, the first indication of carburetor ice would most likely be:
 - Increase of RPM
 - Engine roughness
 - Loss of RPM
- If the pitot tube and outside static vents become clogged, which instruments would be affected?
 - The altimeter, airspeed indicator, and turn-and-slip indicator.
 - The altimeter, airspeed indicator, and vertical speed indicator.
 - The altimeter, attitude indicator, and turn-and-slip indicator.
- What does the red line on an airspeed indicator represent?
 - Maneuvering speed
 - Turbulent or rough-air speed
 - Never-exceed speed
- Prior to takeoff, the altimeter should be set to which altitude or altimeter setting?
 - The current local altimeter setting, if available, or the departure airport elevation.
 - The corrected density altitude of the departure airport.
 - The corrected pressure altitude for the departure airport.
- Deviation in a magnetic compass is caused by the:
 - Presence of flaws in the permanent magnets of the compass.
 - Difference in the location between true north and magnetic north.
 - Magnetic fields within the aircraft distorting the lines of magnetic force.
- The angle between the chord line of an airfoil and the relative wind is known as the angle of:
 - Lift
 - Attack
 - Incidence
- The four forces acting on an airplane in flight are:
 - Lift, weight, thrust, and drag.
 - Lift, weight, gravity, and thrust.
 - Lift, gravity, power, and friction.
- What determines the longitudinal stability of an airplane?
 - The location of the CG with respect to the center of lift.
 - The effectiveness of the horizontal stabilizer, rudder, and rudder trim tab.
 - The relationship of thrust and lift to weight and drag.

Congratulations on your Rating!

NOW
THAT →
IS SERIOUSLY
EPIC



Brian Skeen
Commercial Pilot!



Eric Behrendt
Instrument Pilot!



Thank you

*We ♥ our
Volunteers*



**-Leeland Kemper picking up TKS
for PAE Members**



- Jon Martin for relocating planes from maintenance facility**
- Angela Kantjas for transporting office supplies to PAE**
- Bethanie Silrus and Kevin Cook for replacing the ramp side light-
way up high on the BEFA hangar!**
- Kevin Cook for extra cleaning throughout the RNT office/hangar**

**To gain access to "members only" documents online such as
Quizzes/Checklists/CFI List
Go To: Befa.org**

Ask Staff for assistance

***Next Board Meeting: Wednesday, February 21st,
5:00 PM Renton BEFA***



Aircraft Rates

February 2024

Boeing Employees' Flying Association (BEFA)

Rates for: Feb-2024

Airplane	Base	Make/Model	FAA Equipment Codes	Year	Useable Fuel (gals.)	Color(s)	Hourly Rate
N704RY	RNT	C150 (M)	/U VFR	1977	22.5	Blu/Wht	\$ 146.00
N78440	RNT	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 192.75
N739BT	PAE	C172 (N)	/G IFR	1978	40	Wht/Blu	\$ 200.40
N737WS	PAE	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 200.40
N5344K	RNT	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 192.75
N435SP	PAE	C172 (S)	/G IFR	1999	53	Blu/Yel/Wht	\$ 220.00
N97PD	RNT	C172 (S)	/G IFR	2000	53	Blu/Yel/Wht	\$ 211.00
N9537Q++	RNT	C172 (R/S)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 211.00
N2711R	RNT	C172 (S)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 211.00
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	\$ 151.22
N262BS (1)	PAE	RV-12iS	G/VFR	2023	20	Blu/Wht	\$ 151.22
N58628	PAE	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 261.00
N735LH	RNT	C182 (Q)	/G IFR	1977	75	Wht/Blu	\$ 227.00
N2365C	RNT	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 262.29
N662AJ (1)	RNT	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 188.47
N927CS (1)	RNT	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 345.00
N93WE	RNT	Super Decathlon	/U VFR	1992	35	Red/Wht	\$ 218.25
N9843Y*	RNT	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 279.51
N758NF	RNT	R172K XP-II	/G IFR	1979	68	Wht/Red/Blue	\$ 208.50
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

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Dillon Blackwell

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PAE Maintenance performed
by Regal Air

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