

MAY 2024



# NEWSLETTER

*BOEING EMPLOYEES' FLYING ASSOCIATION*

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



## BEFA's Paine Office is home to a new One-G AATD Simulator !

The sim is configured as a fuel-injected C172S  
and features the following:

### Avionics:

- Garmin® GTN650 Emulator
- KX165A NAV/COM module with flip/flop frequency swap
- KR87 ADF module with flip/flop frequency swap
- KFC150 autopilot
- Wireless support for ForeFlight™, Garmin Pilot™, WingX Pro™, and FlyQ™ apps, including AHRS and synthetic vision

### Features:

- Triple 65" Displays with upgraded graphics
- Surround Sound
- Haptic feedback chair (feel engine vibrations)
- DUAL GA headset jacks
- PilotEdge™ (live ATC, subscription necessary) using the push-to-talk button on the yoke

Perfect for practicing emergency procedures, equipment failures,  
instrument procedures,  
and comms with real ATC.

Contact Brock Blahous to get checked out!  
(206) 715-5710  
Brockblahous@gmail.com

*Welcome New Members!*

Aaron Nash RNT  
Hamzeh Musleh Fahmawi PAE  
Mengyu 'Andres' Lu Both  
Sarah Beck Both  
Michael Pitts PAE

## New Solos

Reece Newhouse Smith



## New Ratings

Bethanie Silrus Pvt Moore/Makela  
Brandon Fullmer Pvt Blackwell

**President: Bob Moore**

**Vice President: Estelle Fortes**



"We are exploring the idea of organizing a group of BEFA pilots/friends/family to fly out to Oshkosh this year - are you interested? Send me an email and we'll get the conversation started."

[BefaVicePresident@Gmail.com](mailto:BefaVicePresident@Gmail.com)

**The BEFA Board has approved a Position Reservation for two Piper Pilot 100i aircraft for delivery in 2027.**

**In the interim, we continue to search for near term acquisitions.**

**Suggestions are always welcome.**



**SAFETY AND VALUE DEFINE THE PILOT 100i.** YOUR FLIGHT TRAINING BUSINESS PLAN IS EASILY ACHIEVABLE WITH THIS UNPARALLELED PRIMARY TRAINING AIRCRAFT. MEET YOUR FINANCIAL TARGETS WITHOUT ANY COMPROMISES IN DURABILITY, QUALITY, SAFETY OR RELIABILITY WITH THE PILOT 100i.

SPECIFICATIONS AND PERFORMANCE		Max Altitude	Max Cruise Speed
<b>FULL CAPACITY Seats:</b> 4 (300 gal. 150 L)	<b>ENGINE</b> Lycoming IO-540-B4B Piper Super Performance 40 HP	30,000 ft	170 mph
<b>PERFORMANCE</b> Max Speed: 185 KIAS Height: 76.3 x 1.22 m Length: 80 x 1.27 m	<b>WEIGHTS</b> Maximum Takeoff Weight: 3,020 kg (6,650 lb) Maximum Ramp Weight: 2,538 kg (5,590 lb) Maximum Empty Weight: 2,038 kg (4,500 lb) Standard Empty Weight: 1,800 kg (3,960 lb) Standard Empty Load: 151.5 kg (333 lb)	30,000 ft 170 mph	170 mph 170 mph
<b>STANDARD FEATURES</b> <ul style="list-style-type: none"><li>• Enhanced LSAI System - Single IOE PFD with Comanche technology (available as an option PFD/DAI)</li><li>• Garmin G5000 Standalone Electronic Display (Standard)</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li><li>• 5000 45L Fuel Tank with Fuel Gauge, Fuel Filter, Fuel Valve, and Fuel Shut-Off</li></ul>	<b>ADDITIONAL OPTIONS</b> <ul style="list-style-type: none"><li>• Air Data Computer</li><li>• EGP (Electronic Gear Position)</li></ul> <p><i>Additional Options: Synthetic Fuel, Synthetic Oil, Synthetic Air</i></p>		



**BEFA Hangar Round Table  
Saturday, May 4th at 9:00am  
Bring any questions, ideas,  
concerns for discussion.**

For more information about the project, see  
<https://www.seaplanesandais.com>

# Seaplane Pilot Survey is Open!

The U.S. Fish and Wildlife Service is funding a project to help prevent the spread of aquatic invasive species by seaplanes. We know it's a busy time of year for seaplane pilots, so we're keeping the national survey open a full 2 months. But don't delay - make a difference and share your perspectives!

Seaplane pilots - Please complete this 15-20 minute survey by May 31, 2024:

<https://bit.ly/3xb3AAH>



## **Safety Officer: Paul Briede**

**Are you ready for an in-flight emergency?**

**One of the greatest characteristics of a pilot is they are trained to think ahead of the aircraft. This can be knowing what control inputs to apply when on final approach in gusty crosswinds, briefing the missed approach instructions so you know what to expect if you go missed on an instrument approach, or even anticipating aircraft response to basic configuration changes (flaps, gear, etc.).**

**Another way to stay ahead of the aircraft is knowing at all times what you would do in a critical emergency situation. This could be an engine failure, electrical malfunction, smoke in the cockpit, or something very specific to the aircraft type. How do we pilots do this? We practice, we train, we recite, we rehearse, and we constantly have it in the back of our heads what we would do so we are ready to respond when it happens.**

**In one of the Safety Boards we had last month for our Cirrus SR22 that had an engine failure, the pilot stated our mindset should not be “if the engine quits, this is what I’m going to do” but rather should be “when the engine quits, this is what I’m going to do”. Data supports pilots are more likely to have positive outcomes in emergency situations if they have recency of experience practicing emergency procedures. Airline pilots, corporate pilots, military pilots, and even highly skilled test pilots go to recurrent training every six to 12 months where they practice how to respond to critical emergencies. Some of these pilots have well over 20,000 flight hours and have been flying for decades and yet they still benefit from this type of training.**

**FAA data shows general aviation aircraft engines have one failure or in-flight shutdown every 10,000 flight hours. Although many of us will go an entire aviation career not seeing a major emergency, we simply just don’t know if we will be unlucky enough to encounter one. Do you need to change your mindset on emergency procedures from “if” to “when”? Think about how you could incorporate more emergency procedures training at your next six month check. Your CFI would love to help you hone your emergency procedures skills so you can stay ahead of the aircraft when (not if) they occur.**



# BEFA Safety Panel

## EMERGENCY PROCEDURES

**Saturday, June 15th  
1000-1200 @ BEFA Renton**

Join us for a panel discussion with Q&A with BEFA pilots who have 'been there, done that' for actual in-flight emergency events. Come learn from their experiences and understand how incorporating emergency procedure training can make you a better pilot!

### **BEFA Panel Members:**

Vasisht Srinivasan

Bob Guthrie (CFI)

Jim Simon (CFI)

Aaron Balog (CFI)

Questions? Contact Safety Officer Paul Briede ([briedeaviation@gmail.com](mailto:briedeaviation@gmail.com))

# Rotor Wash Presentation

Roughly 30 people attended the BEFA Rotor Wash presentation given by BEFA Member, Eric Behrendt April 13th. This included a hangar chat with slides and a static display over at Pro Flight.



# BEFACT IS BACK!

We're excited to share some remarkable news that will change the lives of many aspiring young aviators in our community. BEFA has revived our charitable trust, BEFACT, to provide ground instruction and flight training for high school students. BEFACT's vision is to create opportunities for students who have a passion for aviation, but may lack the resources to pursue formal training. This initiative aligns with BEFA's efforts to promote aviation education and cultivate the next generation of pilots.

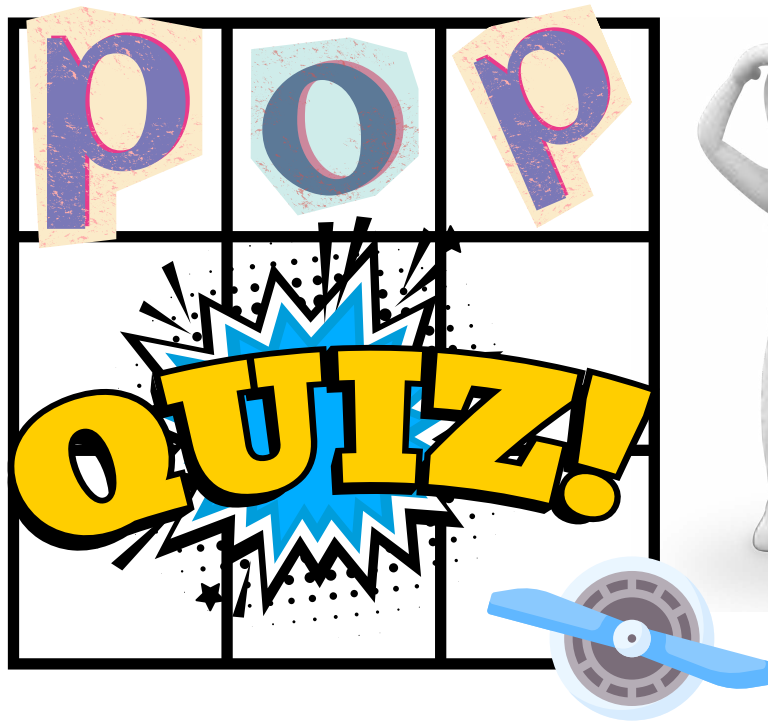
The cornerstone of the charitable trust is our scholarship program. Thanks to a generous donation from an anonymous BEFA member we were able to provide ground school to 8 students from the Renton area over the Winter. We're thrilled to report that all 8 of these students passed the class and received an endorsement to take the FAA written exam. BEFACT's current resources will enable us to provide flight training through first solo to two of the students from the ground school class. Our goal is to expand the program to cover flight training expenses for all eligible students who successfully complete the course and pass the FAA written exam.

The success of this program relies on the support and generosity of BEFA members. There are several ways you can contribute:

- **Donations:** Your financial contributions will directly fund scholarships and ensure the sustainability of the program.
- **Volunteering:** Share your time and expertise by mentoring students or assisting with ground instruction and flight training.
- **Spread the Word:** Help us reach more potential scholarship candidates by promoting the program in the community.

Please consider sharing your passion for aviation by supporting BEFACT. Your contributions will enable us to remove barriers to entry into aviation and empower these students to take their first steps toward a career in the industry. We look forward to keeping you updated on the progress and success of the program.





1. When making routine transponder code changes, pilots should avoid inadvertent selection of which code?
  - A. 7200.
  - B. 7400.
  - C. 7500.
2. An alternating red and green light signal directed from the control tower to an aircraft in flight is a signal to
  - A. not land; the airport is unsafe.
  - B. exercise extreme caution.
  - C. hold position.
3. The pilot-in-command is required to hold a type rating in which aircraft?
  - A. Aircraft involved in ferry flights, training flights, or test flights.
  - B. Aircraft having a gross weight of more than 12,500 pounds.
  - C. Aircraft operated under an authorization issued by the Administrator.

To gain access to "members only" documents online such as  
Quizzes/Checklists/CFI List

Go To: [Befa.org](http://Befa.org)

Ask Staff for assistance

**Next Board Meeting: Wednesday, May 15th**  
**5:00 PM Renton BEFA**



# Congratulations on your Rating!

**Bethanie Silrus  
Private Pilot!**



**Brandon Fullmer  
Private Pilot!**



# Congratulations on your Rating!

Bryson Viehweg





**Thank You  
to all our volunteers!**



**Eric Behrendt for the Rotor wash presentation**



**Volunteers helping with hangar set up for the  
Rotor wash presentation**



**PV Subramanian for finishing up security camera set up**



**Pro Flight for donating metal storage racks**



**Howard Wolvington for repositioning aircraft**



**Brock Blahous for bringing PAE the New Sim  
and disposing of the old one.**



**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](mailto: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](mailto: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.

# Aircraft Rates

## May 2024

Boeing Employees' Flying Association (BEFA)

Rates for: May-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	\$ 146.24
N78440	RNT	C172 (K)	/G IFR	1968	38	Red/Blu/Wht	\$ 193.09
N739BT	PAE	C172 (N)	/G IFR	1978	40	Wht/Blu	\$ 206.35
N737WS	PAE	C172 (N)	/G IFR	1977	50	Wht/Blk	\$ 206.35
N5344K	RNT	C172 (P)	/G IFR	1980	40	Blu/Wht	\$ 193.09
N435SP	PAE	C172 (S)	/G IFR	1999	53	Blu/Yel/Wht	\$ 227.00
N97PD	RNT	C172 (S)	/G IFR	2000	53	Blu/Yel/Wht	\$ 211.40
N9537Q++	RNT	C172 (R/S)	/G IFR	1998	53	Wht/Blk/Gry/Grn	\$ 211.40
N2711R	RNT	C172 (S)	/G IFR	2002	53	Gry/Wht/Red/Blk	\$ 211.40
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	\$ 153.65
N262BS (1)	PAE	RV-12iS	G/VFR	2023	20	Blu/Wht	\$ 153.65
N58628	PAE	C182 (P)	/G IFR	1973	75	Blu/Wht	\$ 271.50
N735LH	RNT	C182 (Q)	/G IFR	1977	75	Wht/Blu	\$ 227.48
N2365C	RNT	C182 (RG)	/G IFR	1978	75	Blu/Wht	\$ 262.85
N662AJ (1)	RNT	Cirrus SR20	/G IFR	2006	56	Wht/Blu	\$ 188.82
N927CS (1)	RNT	Cirrus SR22T	/G IFR	2013	92	Red/Wht	\$ 345.00
N93WE	RNT	Super Decathlon	/U VFR	1992	35	Red/Wht	\$ 218.63
N9843Y*	RNT	CT210 (N)	/G IFR	1982	87	Red/Wht	\$ 280.26
N758NF	RNT	R172K XP-II	/G IFR	1979	68	Wht/Red/Blue	\$ 208.78
REDBIRD	RNT	Redbird FMX Sim	/G IFR	2011	N/A	Wht/Red	\$ 51.00
241GX	RNT	one-G Foundation Sim	/G IFR	2021	N/A	Black	\$ 52.50
31GX	PAE	one-G Foundation Sim	/G IFR	2021	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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Mike Dubbury

PAE Ops

-Wes McKechnie  
-Dillon Blackwell  
-Brock Blahous

PAE Maintenance performed  
by Regal Air

BEFA Aircraft Maint. Issues  
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Asst.Ops Mgr, Dillong Blackwell (512) 826-2966  
Ops Officer, Scott Hunziker (425) 221-5952  
Any Board Member  
Ace Aviation