**Boeing Employees Flying Club**

**Overview**

The Boeing Employees Flying Club was formed in 2005 by a group of Boeing employee pilots who wanted to acquire and operate their own aircraft to provide a more affordable way to fly. To meet this goal the BEFC was organized as an owner/operator flying club. A condition of the By-Laws was that club members (General Members) must be Boeing Employees or Retirees. Other categories of membership exist for family members, badged contractors, Boeing subsidiaries, and non-Boeing service providers (contact the club secretary if this applies to you).

Members pay a deposit and initiation fee using a model suggested by the AOPA ( called an *Asset Based Non-Equity Club* - read more [here](file:///C:\Users\b1075969\Documents\BEFC\COMMUNCATION_OFFICER\$NewMemberPacket\AOPA%20guidance%20on%20club%20organization%20here:%20https:\www.aopa.org\community\flying-clubs\flying-club-resources\organize\organizational-structure) if interested). The member security deposit is held for the duration of your membership but will be refunded if you are vested and in good standing when you leave the club (see Operating Rules). There is also an initiation fee. We no longer take on student pilots directly. We refer to local flight schools and act as mentors if desired.

Since we are an owner-operator club and members take on the additional duties & management of aircraft ownership and upkeep. We are not organized to operate as a flying service (there is no line service crew), therefore, club membership adds responsibilities to each member before and after every flight. This is a key principle of our club and could lead to disappointment or misunderstanding by a member who has not fully considered this or is very used to aircraft rental businesses or flight schools.

The club carries an insurance policy that covers all members. The member liability cost is capped at $750. This is what each member can be assessed should there be an incident, accident, or claim. The club policy also has liability protection which you should understand to help you decide if you might want to carry any supplemental insurance policy. Our insurance policy does not cover instructors as they carry their own policies.

The BEFC fleet consists of 2 aircraft: a Cessna 172 Skyhawk C172F and a Piper Warrior II PA-28-161. Both are nicely equipped and IFR certified/capable. They are both based at our hangar at [Creve Couer Airport](https://goo.gl/maps/feezYWKt4DQ2) (airport identifier [1H0](https://skyvector.com/airport/1H0/Creve-Coeur-Airport)). Both planes are ADS-B In/Out Equipped to meet FAA regulations as well as provide increased traffic and weather awareness to the pilot. The Warrior was upgraded with an entire Garmin radio stack as of July 2017 and the Skyhawk has the same Garmin GPS, Comm panel and transponder for ease of use and transition between planes.

Our club has been averaging about 30 to 40 members at any given time. Only flight instructors approved by the BEFC Board may instruct in our aircraft (you can suggest your instructor to the board). As of 2022 this if for advance training only. We do have approved flight instructors listed on the website. The club Secretary and Safety Officer are happy to recommend &/or help you arrange to find a CFI or flight school.

Due to the current size limit of 40 members (20/plane), BEFC has at times instituted a new member waiting list. If you have other questions or wish to discuss further, please contact us. We can also arrange an introductory flight with one of our members. A list of frequently asked questions are listed below. We look forward to getting to know you.  
  
BEFC Communications Officer [contact.us@befcstl.org](mailto:contact.us@befcstl.org)

**FAQ**

**What is required to get Pilot’s license:**The basic requirements are:

* Must complete a Private Pilot ground school (there are many options for this)
* Must take and pass a FAA Private Pilot written exam
* Must complete a minimum of 40 flight hours (20 dual instruction & 10 solo & 10 other)  
  (note: this is simplified, detailed requirements generally drive the total time closer to 50+ hours)
* Must pass a check ride with a FAA Approved Flight Examiner
* Pass medical exam
  + Either
    - 3rd Class medical exam provided by a FAA registered physician

or

* + - A “Basic Medical” examination. You can read about the process, take the training, and get the forms here (<https://basicmedicalcourse.aopa.org/client/app.html#/auth/logon> )
    - In some cases your family physician will be able sign off your medical
* We recommend you get a Third Class or Basic Medical flight physical as soon as possible to make sure there no medical condition that will prevent you from becoming a pilot. You must have a completed medical before you can fly solo.
  + Before you go to your medical appointment you will need to complete FAA Form 8500-8 and bring it with you. See the medical section further down…

**Why Learn to Fly?**

* 1st thought… You work at Boeing so presumably you are something of an airplane nut and aviation enthusiast already.
* You love flying and the idea of being your own pilot and what it can bring to your life.
  + Adventure / Challenge / Opportunity / Freedom / Pride … etc
* It’s a whole different way to travel and general aviation has its own lifestyle and community.
  + A community of pilots and aviation enthusiasts like you.
  + Convenience… There is generally an airport very close to wherever you want to go
    - You can land very near your destination
  + Many airports have courtesy cars you can borrow at no cost.
    - Most will also rent you a car and have it waiting on the ramp when you land
  + No airline / airport 3 hour check-in, body searches, screening …etc.
  + There is a sweet spot where you can even beat the door to door time vs. an airline
  + Fun events such as: Fly-ins, Fly-outs, Oshkosh, Restaurants, weekend trips, …etc.
    - Many restaurants & attractions will shuttle you to/from the airport.
* We *are* fair weather flyers though
  + Weather is always a factor to consider & you may have to leave early, late, or not go at all.
* Once a pilot always a pilot – licenses don’t expire. it can be a lifelong journey & commitment… but it’s a fun one that very few ever accomplish!

**What are the BEFC Club Dues / Costs?   
-- (if different, the rates page on the website always supersedes this doc)**

* Currently our member monthly dues average about $100 / month. See website for current rates. (dues depend on club size and are adjusted by the board when necessary).
  + Dues start current month you join (if you fly that month), otherwise the next month.
* The member security deposit price is $750.
* There is an initiation fee of $250 for existing pilots that is applied to the general maintenance fund.
* Aircraft rental rates are about $45/ tach hour (see website for current rates)
* Fuel costs are paid by the member by refilling tanks after each flight  
  (in 2023 expect something like $5.50 / gallon, with an 8.5 gal/hour burn rate)
* Should some unexpected circumstance/need arise there is a provision in the by-laws for making a special assessment to all members to cover an unplanned cost. (It has not happened in the last 8 years, but you should be aware of the provision).

**Big Picture Thoughts on Cost and Commitment:**

* Learning to Fly is a commitment, both in money and time.
* A reasonable estimate for obtaining a Pilot License is $7,500 to $9,500 and will take about 6 months to a year. (cost depends on school, cfi, timing, & what accessories you purchase and the quality level [ex. There are $200 headsets & $1100 headsets]).
  + Flight hours: 30 dual & 20 solo
    - If flying regularly 2 to 3 times a week. When breaks in training occur; cost, flight hours, & calendar time to complete will go up due to regression.
  + Ground school, books, materials, maps/charts, pilot supplies (at least $300)
  + medical exam ($150), FAA exam fee ($150) , FAA examiner fee ($400)
  + Study time: It is reasonable to expect to expect to spend 100+ hours w/ ground school & reading/studying.
* After your license it is reasonable to expect to fly a bare minimum of 24+ hours a year to maintain proficiency. There are recurring costs for supplies (such as maps/books and other supplies) too.
  + You must fly every 90 days to remain current to carry a passenger
  + Every 2 years there are currency check rides. However, smart pilots to fly with a CFI *whenever* it’s been a while.
  + Don’t forget to travel…. You might expect another $2,000+ a year after you have your license going places (which is why your have your license), and to remain active/current & safe.
* Club commitment
  + BEFC is an owner / operator club, requiring member participation during work periods
    - This can mean helping with owner allowed maintenance tasks. Work is supervised by certified mechanics.
    - Airplane wash / cleaning days
    - Hangar clean up, ordering / stocking supplies, member meeting duties… etc.
  + Member and safety meeting attendance.
  + Post flight responsibilities require leaving the plane clean, neat, and ready for the next flight inside and out.

**How do I Join BEFC?**

* Please contact the BEFC Communication Officer or visit our website and submit the request to learn more about joining… which will start the application process. All forms are now submitted on-line, there no longer an application fee.
* After your application is approved you will submit your payments and a signed Liability Indemnity Release form to the treasurer
* The process for an employee Family member to join is different. Please call to discuss this.

**All Pilots**

* We require a club CFI checkout in each plane before you can fly it as PIC
* We require a Club Operations Briefing on how we work and where things are in the hangar before you can fly as PIC

**BEFC Rules:**

* There are two documents (also on website), the BEFC By-Laws and the Procedures Manual & Operating Rules that explain the club rules. See: [befcstl.org/document-library/club-bylaws-rules-forms](http://befcstl.org/document-library/club-bylaws-rules-forms/)

**Do I have to complete ground school and the FAA Knowledge exam before I start flight training?**

* No. We recommend flight training concurrent with the ground school training/study. The concepts/theory are much easier to understand with hands on flight experience, and before too long in your flight training you will need the knowledge that ground school imparts.
* The Private Pilot FAA exam should probably be planned to be completed by the time you are about half way thru your flight training.

**Does BEFC run / sponsor a ground school?**

* Currently, BEFC does not sponsor or run a ground school.
* BEFC has left it to the individual & the CFI. Some have chosen self-study courses, while others have gone to local schools. The instructor can also (if they wish) teach ground school directly. Ground School and the expectation of your CFI is a topic you should discuss before you start your flight training.
* There are numerous ways to complete a local in-person ground school and we can help you find one.  You can take interactive / video based training from companies like [King](http://kingschools.com/ground-school/private-pilot/courses), [Sporty’s](http://www.sportys.com/pilotshop/learn-to-fly/private-pilot-learn-to-fly-course.html), Gleim, or [ASA](http://www.asa2fly.com/).
* If you use one of the Boeing approved universities (like Embry-Riddell), the **Boeing Learning Together Program** will potentially pay for your Ground School training. For self-study, on-line, or FBO training, the LTP will not reimburse.

**What does Boeing reimburse:**

* Boeing LTP can ***potentially*** reimburse ground school expense. Check the benefits & LTP handbook. You can find a qualified/reimbursable ground school thru Embry Riddle college and LTP distance learning.
* There is also a cash award for completing 1st solo ($2000) and Private Pilot($8000). Check the employee benefits handbook for details.
* There has been some change in this policy in 2022/23 so be sure to check with LTP
* There are also award incentives for ratings beyond Private Pilot as of 1/1/2023

**What is the medical exam / Who does them?**

* To act as pilot in command or fly solo you have to have a valid 3rd class medical certificate or Basic Medical (for private pilots).  We advise getting your medical early so you won’t be surprised later if you have any issue(s)
* There is a law just passed called the Pilot’s Bill of Rights which has eased some of general aviation’s medical requirements you will want to read up on this. The Basic Medical process in not a 3rd class medical. It is discussed elsewhere in this doc.
* There are numerous doctors (flight surgeons) who can perform the 3rd class medical exam. You can search the yellow pages/internet or ask club members or your CFI.
* I recommend Doc Carpenter because he makes the exam so easy.  But Dr, Miriani is also used by quite a few members and he is easy too.
* His office is in St. Charles @ <http://doccarp.com/schedule/default.aspx>
* Or Miriani is at <https://ame-stl.com/>
* Register on line – fill out the FAA MedXpress, and show up.

You can access the FAA MedXPress system here: <https://medxpress.faa.gov/medxpress>

* Once you submit the form will need to provide the confirmation number to your AME. (Print it out and bring it with you.)

**What about an intro flight?**

* Many of our members will do an Eagle Flight to introduce you to aviation. (This is a program sponsored by the EAA and will give you some introductory materials too). Contact the BEFC Secretary if interested.
* Many local flight services such as St. Charles Flying Service will also provide a reasonably priced introductory flight.

**Simulators**

* We don’t currently have a simulator
* Simulators approved for flight training are certified by the FAA.
* X-Plane and MS Flight Sim are market leaders on your home computer and are good tools, but by themselves won’t/can’t count toward your flight training hours.

**How long can you book the plane for? Like if I take it on a cross country trip , what are the rental time limits, if any?**

A quick summary (check the operating rules for details):

* Member can have a Max of 8 hours prime time on schedule at any one time. Prime time is :
  + - Week days 4:00 pm to 8:00 pm.
    - Weekends and Boeing holidays 8:00 am to 8:00 pm.
* Member can book for an advance / overnight trip (and can have up to 2 future trips on the planner, no further than 6 months out).
  + Safety officer approves all trips/destination airport, need to plan for hangar, tie down, pre heat …etc.
  + We don’t charge ourselves extra for the non-flying days (no min flight time/min daily usage).