



840 W Perimeter Rd Renton, WA 98057 Office Phone: (425) 271-2332 befa.org

**WELCOME ABOARD!**

New Members	Share Class	Airport
Diego Acevedo	II	RNT
Mark Aroneck	II	RNT
Carlo Gimenz	I	RNT
Jason Lyons	I	PAE
Wheeler Morris	II	RNT
Robert Moss	II	Both
Andrew Reusch	II	Both
Thien Do	I	Both

**BEFA FLYING STUDY CLUB** 

**Design Maneuvering Speed (Va)**

*Facilitated by Bob Stoney*

What is design maneuvering speed and how is it computed at various weights? Bob will give a presentation on maneuvering speed Va in relation to last month's discussion regarding maneuvering speed when the engine becomes quiet.

After the presentation, there will be an interactive discussion.

**CONGRATULATIONS!**

Member	New Rating	Instructor(s)
Tess Caswell	Pvt	Saladino /Borkan /Patrick
Steven Rusch	Pvt	Tomlinson
Leon Plant	Pvt	Borkan/Moore

**Introducing Bob Stoney:** Retired from the Navy as a Captain and has been a Test Pilot with the FAA since 2002 first in Wichita, KS and then in Seattle 2005.

**Background:** Holds a B.S. degree in Aeronautical Engineering, a Master's degree in Aerospace, Aeronautical and Astronautical Engineering, and is a fellow in the Society of Experimental Test Pilots. He was CO of the Naval Test Pilot School at Pax River, MD.

**Certificates & Ratings:** ATP, CFI, and CFII; helicopter, seaplane, glider

**CALENDAR OF EVENTS** 

July						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	
5	6	7	8	9	10	11
12	13	14	15		17	
19	20	21	22	23	24	25
26	27	28	29	30	31	

**Join Zoom Meeting**

July 18th at 10 AM

<https://us02web.zoom.us/j/5747359443?pwd=VIFUNFNMDHBiMwdwdm8vb3RJVzFQQT09>

Meeting ID: 574 735 9443

Password: 818922

If you sign in around 9:30 AM, there will be flying videos to watch for your viewing enjoyment.

**16** BEFA Board Telecom Meeting  
July Thursday, 4 pm

**18** BEFA Flying Study Club via Zoom  
July Saturday, 10 – 11:45 am  
Host: Fred Quarnstrom  
Guest Speaker: Bob Stoney

*"Flying might not be all smooth sailing,  
but the fun of it is worth the price."*

- Amelia Earhart

## Citabria Accident

By Bob Ingersoll/Wes McKechnie

On the morning of June 12<sup>th</sup>, Bob Guthrie and Kathleen Imanishi took the Citabria for a post annual functional check flight per BEFA post major maintenance checklist. The second time around the pattern the engine quit at about 400 feet. They were able to successfully force land the aircraft in a Boeing empty parking lot just off of Logan Ave, damaging the aircraft.

Bob was taken to Valley Hospital as a precaution and released with a bump and bruise. BEFA is thankful and grateful for the well-being of the pilots.



Photo by KIRO 7 News Staff

The aircraft was taken by NTSB to a hangar at RNT for future NTSB inspection of the engine. The aircraft appeared to be a total loss.



Photo by Renton Firefighters IAFF Local 864

From your President,  
Bob Ingersoll

**Congrats again to our members for following the BEFA Reopening Template** when at BEFA and in the cockpit. We continually review our template to make sure we are in compliance with current standards. Each time you come to BEFA please review the template for your safety and everyone at BEFA.

We are continuing to build our flying hours, which is our best measure to determine our return to normalcy. We have started to search for a replacement for the Citabria and will keep you up to speed as it progresses. Our goal is another aerobatic rated tail dragger. Overall the fleet is in great shape and I encourage you to get back in the air and enjoy this summer flying season.

Photos of Joerg Zender's June flight home from Bozeman to Missoula to Spokane. "Amazing scenery of snow covered mountain peaks and green valleys."  
BEFA Facebook Group - June 3<sup>rd</sup> post





May, teams of volunteers associated with the training groups pooled resources with GA outreach organizations Aerobridge and Pilots N Paws to support the communities.”



A plane arriving at the Renton airport carried two rescue dogs from La Paz, Mexico.

Photo by Andre Osorio/For the Renton Reporter

To read more, go to:

<https://www.aopa.org/news-and-media/all-news/2020/june/04/washington-dart-delivers-equipment-to-healthcare-workers#>

### Dog Rescuers Overcome Pandemic's Limitations to bring a puppy to Renton

By Haley Ausbun Seattle Weekly, June 2, 2020

Doug Weller, a certified flight instructor with Boeing Employee Flying Association (BEFA), has been coordinating the flights with Baja Dogs La Paz Inc. and the pilot volunteers.

Weller helped connect Baja Dogs with AERObridge, a network of general aviation pilots that volunteer their time and planes for emergency response, and Pilots N Paws, a nonprofit of volunteer pilots that offer to assist in moving animals. Between volunteers from both groups, Baja Dogs had who they needed.



Photo courtesy of Pilots N Paws

## From Face Masks to Canine Airlifts

### Editor's Comments:

Dogs were air transported to Seattle and arrived at BEFA to unite with their adopted families. This effort was coordinated by BEFA's CFI, Doug Weller. Thank you, Doug! Following are two published articles written about this effort.

***"The Washington Disaster Airlift Response Team celebrated 10 years of emergency preparedness training by delivering more than 3,000 face shields to Walla Walla health care workers and followed up with canine airlifts that transported more than a dozen dogs from Mexico to their U.S. "forever homes" in Seattle."***

By David Tulis AOPA, June 4, 2020

"Sky Terry said GA pilots were called upon when airlines couldn't fly the dogs to the United States because of coronavirus travel restrictions. Pilots included Weller, who worked out a land-and-air plan after airlines scuttled scores of commercial flights. During three weekends in

"There's eight or nine pilots involved with each leg of the run. It's an amazing undertaking when you look at all the moving pieces involved to make it happen," Weller said.



Troy Larson takes a photo of this happy occasion of a new family picking up their Labrador-beagle mix.

Photo by Andre Osorio/For the Renton Reporter

<https://www.seattleweekly.com/news/dog-rescuers-overcome-pandemics-limitations-to-bring-a-puppy-to-renton/>

## From your Operations Officer, Troy Larson

### **DART Program**

BEFA will be starting a DART (Disaster Airlift Response Team) Program. The goal of DART is to enhance disaster response operations through prior planning and exercises designed to integrate aviation resources fully into the overall disaster response. BEFA's aviation resources during emergencies will be in support of our local community emergency response managers, regional emergency response managers, pilot DART organizations, and the Emergency Operations Command (EOC) Director. We will be holding two to three exercises per year simulating a disaster and moving critical supplies in a timely manner throughout Washington State.

If you are interested in volunteering and participating as a pilot, ground support, or administration, please contact Troy Larson or Doug Weller via email in FSP (navigate to People, go to search, type name in People Search box, then click on email link).

## From your Safety Officer, Mike Sievers

### **Cockpit Organization**

As each of us learned in training, organization of the cockpit and of the flight details lower the workload, and this includes the kind of material you take with you in your flight bag. Having your recourses conveniently organized will help you continue to cross-check the navigation sources, fuel levels, and weather in a timely manner throughout the flight.

The complexities of today's airplanes and flight environment require a systematic approach to the operation of flying. And, you cannot be systematic unless you are organized. This starts with a checklist. Use the manufacturer's checklist, or develop your own list based on the manufacturer's checklist with additional details according to the airplane or BEFA specifications. This way, phase checklists (before takeoff, climb, cruise, approach, after-landing, etc.) can accomplish all the important procedures, and you won't have to rely on your memory to recall key items specific to the airplane. You can also add to the checklist things for quick reference during the flight, such as V-speeds. Whether you use your own checklist or the one from the POH, always position the checklist in the same place – in a pocket by your leg or in a seat pocket within reach. It is distracting to have to search for important tools, especially in high-workload environments, when working the issues at hand require most of your attention.

Beyond the checklists, be familiar with the organization of the materials you will be using in the cockpit. You can have the most amazing electronic flight bag at your fingertips, yet not be able to extract any information if you need to look at the user's manual to use it. The same goes for airport guides, charts, approach plates, and navigation logs. If you don't know where to look for the information when you need it, you increase your workload in the cockpit. A few minutes spent familiarizing yourself with the layout of an airport will help you find the traffic pattern altitude at a glance, rather than through a minute of scanning for the information when you should be scanning for traffic. Technology is great, but what it really comes down to are the fundamentals we learned: instrument interpretation, cross-check, and airplane control. If you aim for consistency by organizing the cockpit so that everything is in its place every time, those fundamentals come more easily.

## From your Operations Manager, Wes McKechnie

### General Updates

**758NF** is now at Ace to get its engine installed, and to do the Annual and various recerts such as transponder. We're hoping for the first flight to be on July 22<sup>nd</sup>.

**36339 Replacement:** There is a group in the works on defining and searching for a replacement for 36339. As of the writing of this, we have no word on the probable mechanical cause of the accident. While we're all anxious to find out the cause, as is typical when there was no injury to speak of, the NTSB has made this a low priority but we hope to hear something soon.

**COVID-19 Protocols:** We're pleased with the BEFA Memberships response to the COVID-19 protocols in place here. We have had no issues so far that we're aware of, and now that it's becoming a fixture in our life it seems to be going quite smoothly. Thank you for your cooperation and professionalism in helping BEFA stay safe!

**C-172N Leaseback:** We're looking forward to member Joerg Zender's low-time "cream-puff" C-172N for inclusion in our fleet as a lease, perhaps this month. This will be a Dynon Glass cockpit plane, and will require a bit of differences training, but it will have the ability to configure to the traditional "six-pack" look for those who prefer it, so don't let that stop you from experiencing this great plane if that's your preference.

**Work Team Needed for Refurbishing:** We need a work team to finish the great job Kevin Yarnell did in ram-rodding the refurbishment of the BEFA Admin Building. This is just the cosmetic finishes such as scraping and painting the front porch and deck in the front. Anyone who can help organize or participate in this task, please send me an email. Thanks!

### 'Attaboys' for our Volunteers

Your fellow members continue to pitch in to keep us running smoothly, often saving money in the process. We thank the following for their recent contribution.

- Tatum Robertson for donating a 3 – Pack of Lysol Wipes
- Tim Anderson (CFI) for his help with 5344K
- Alden Black for donating O2 mask with microphone for the T-210 usage
- Tess Caswell for taxing planes to maintenance
- Carmen Prieto and Harium Martin-Morris for Project Managing the BEFA Website and Facebook upgrades

- Marcus Ward for donating hand disinfectant
- Fred Quarnstrom (CFI) for donating a ZOOM account for the Saturday Study Group
- Kevin Cook for parts running, moving planes, and accepting the aircraft survey parts update
- Andrew Boike (CFI) and Mike Borkan (CFII) for stuffing invoices

### INSTRUCTORS NOTICE

By *Steve Kirsch*, BEFA CFII-MEI

#### A.R.R.O.W

We all know what this acronym stands for, but do we really check and do we really know what is REQUIRED to be aboard the aircraft prior to flight. And when was the last time you checked to see if the documents are on board and better yet, current. Look closely at the FSP dispatch items to check, but, for the legality of flight, just as with maintenance logbook entries, the onboard documents are really what counts.

Here is an explanation of the required documents and also the maintenance documents required for maintaining an aircraft in an "airworthy condition" which goes beyond if the plane is just safe to fly. The aircraft logbook is the best source of information to ensure an aircraft is legal to operate. Maybe a review of all of these documents the next time you check out an aircraft is in order. If there is a discrepancy DO NOT fly until resolved and squawk the item so that we maintain compliance. Consult an instructor if you have any questions.

#### A—Airworthiness Certificate

FAA Form 8100-2, Standard Airworthiness Certificate, or FAA Form 8130-7, Special

Airworthiness Certificate (as applicable) is usually provided at the time of manufacture and FAA certified as an airworthy aircraft. Many of these documents look like they have been through the wash a few times and are tattered and barely readable. They do NOT have an expiration date but must contain the N-number and the date of issuance. In the BEFA aircraft, it's usually visible through the plastic cover on the sidewall next to the pilot's left knee. Certificate MUST be on board.

#### R—Registration Certificate

FAA Form 8050-3, Certificate of Registration expires every 3 years.

Owner is responsible for maintaining the registration and is usually the named Registrant on the form. This requirement and expiration date is part of FSP maintenance reminders, but again, it is what is in the aircraft that counts.

Not to be confused with the WSDOT Aircraft Registration Certificate under RCW 47.68.250, and expires each year on December 31st. The Federal Registration document must be on board and current or the aircraft is deemed not airworthy until registration is current.

#### **R—Radio Station License**

FCC Form 605, Quick-Form Application for Authorization in the Ship, Aircraft, Restricted and Commercial Operator, and General Mobile Radio Services, available on FCC website at fcc.gov (if required by the type of operation)

Usually a group station license provided by BEFA naming the aircraft on the form; only required if traveling to another country such as Canada. BEFA has a Fleet Inclusive license. The master copy is framed in the Renton Office copy room.

#### **O—Operating Limitations**

FAA-approved Airplane Flight Manual (AFM) and/or Pilot's Operating Handbook (POH), and/or limitations attached to FAA Form 8130-7

Normally the POH is located in the seat pocket or glove compartment depending on the size. Limitations also include the amendment documents that might list non-standard equipment installed such as an autopilot or GPS unit. These limitations would supersede limitations found in the standard POH limitations section.

#### **W—Weight and Balance Documentation**

provided by aircraft manufacturer

If the weight and balance has changed recently, a new copy of this updated document must be put in the aircraft. The aircraft logbooks will have the most current weight and balance data and should be referenced if there is a question as to which document is the most current. Normally the POH will have this copy along with the weight and balance charts, graphs and documentation to calculate weight and balance to be within limits specified for the given conditions.

Other maintenance requirements for each aircraft can be remembered by using the acronym:

### **A.V.1.A.T.E.R.S.50.**

**Annual** signed off by an IA every 12 calendar months; updated in FSP. This inspection typically takes four to seven days to complete.

**VOR ... VHF Omni Directional Range Radio** check signed off by a pilot for IFR flight every 30 days. VOR log located in glove compartment.

**100 Hours Check** signed off by an A&P but is like an annual; required if used for commercial purposes. (We

are all owners so this doesn't apply to BEFA but is a recommendation.) Updated in FSP but will show recommended, not required.

**A.D. ... Airworthiness Directives** must be complied with and may have a date or tach time requirement. These can NOT be overlooked or exceeded. Consult the aircraft logbooks for complete details. Most are a one time compliance, some are reoccurring due to tach time, or chronologic time.

**Transponder** inspection can be signed off by an Avionics Technician every 24 calendar months

**E L T ... Emergency Locator Transmitters** inspection usually done at time of Annual but must be completed by an A&P every 12 calendar months. Batteries must be changed at their half-life or after 1 hour of cumulative use. Updated in FSP. While not a good idea, flights can take place after the date given that certain criteria is met per CFR 91.207 (e) & (f).

**Registration** used to not expire but now expires every 3 years. Registration must be on board. In Washington State we also have a WSDOT registration that expires on December 31st of each year, but is not a Federal airworthiness item. There can be a state civil fine levied to the owner if the annual registration fee is not paid. WSDOT Registration is not updated in FSP

**Static Source/Altimeter** signed off by Avionics Tech every 24 calendar months. Updated in FSP.

**50 Hour Inspection** and 150 hour inspection are BEFA specific maintenance "punch-list" procedures as created by our DM (Director of Maintenance) as an extra layer of safety, and is not FAA mandatory, (unless an AD is co-coupled with the time), but a "recommendation", you can fly it beyond recommended expiration time. Inspections are for enhanced safety checks, for preventive maintenance, catch up on minor squawks, tires, and oil change. The 150 hour inspection is done by licensed A&P/IA's.

These inspections again are not required by FAA, but are self-compliant, and are "recommended" and can be exceeded. Updated in FSP.

As the PIC of an aircraft, we all need to do our part to ensure that the aircraft we fly do NOT exceed any required maintenance or regulatory currency.

## AIRCRAFT RATES

July 2020	
Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00
C150	\$ 104.28
C172	\$ 123.32
C172SP	\$ 142.09
Citabria	\$ 147.01
R172K XP Float	\$ 166.63
C182Q	\$ 175.59
SR20 (HOBBS)	\$ 175.12
BE C24R (566)	\$ 188.15
C182RG (65C)	\$ 189.53
CT210	\$ 221.25
CC-18 (HOBBS)	\$ 170.00

Aircraft rates are also posted to the BEFA Homepage:  
<http://befa.org>

### Changes Coming to BEFA Website

By Harium Martin-Morris

In the month of July, you will notice some changes to the BEFA website content. We are adding the ability to have a Members Only area on the site. It will require members to sign-in to view that content. Members will be able to self-register to gain access to portions of the site that were previously viewable to the public. At the top of the navigation menu will be a link called Members Login. You will use that link to both login and to register for an account.

## FAA Info

### Changes to Airman Testing

Source: AOPA ePilot, June 3, 2020, by Dan Namowitz

The newest version of the *Aviation Instructor's Handbook*, became available in May, and has updated vocabulary. For example, substitute the word "learners" for the word "students", and replace the word "cockpit" with "flight deck."

The FAA reference document, *What's New and Upcoming in Airman Testing*, lists the updated handbooks as well as those handbooks that are under revision. The FAA reference document includes useful information on changes in knowledge testing procedures,

how to locate a testing center, and recent revisions to knowledge test reports. Check it out.

- Know what is obsolete and no longer on the test. For instance, one item recently removed from airman knowledge test banks is any question about the hazardous in-flight weather advisory service since that service has now been discontinued.
- Questions about ADS-B Out were added to the Private Pilot–Airplane and Helicopter Airman Knowledge Test Bank.
- Questions about intentional GPS interference will be added to the Instrument–Airplane Airman Knowledge Test Bank.

For further information, go to:

[https://www.faa.gov/training\\_testing/testing/media/whats\\_new\\_general.pdf](https://www.faa.gov/training_testing/testing/media/whats_new_general.pdf)

### 3-month Extension to Pilot Medical Certificate Validity (Amended SFAR 118-1 Relief)

Source: AOPA ePilot, June 25, 2020, by Dan Namowitz

Pilots whose medicals would expire at month's end of April, May, June, July, August, and September all can add three calendar months to their medical certificates' validity, in all medical classes (not BasicMed).

Expiration Date	Medical Valid Until
March 31	June 30, 2020
April 30	July 31, 2020
May 31	August 31, 2020
June 30	September 30, 2020
July 31	October 31, 2020
August 31	November 30, 2020
September 30	December 31, 2020

Refer to Federal Register / Vol. 85, No. 125

<https://www.govinfo.gov/content/pkg/FR-2020-06-29/pdf/2020-13960.pdf>



Contact information can be obtained from Flight Schedule Pro; navigate to People.

## OFFICERS & STAFF

### Board of Directors

President	<b>Bob Ingersoll</b>
Vice President	<b>Kevin Chaney</b>
Operations Officer	<b>Troy Larson</b>
Safety Officer	<b>Mike Sievers</b>
Treasurer	<b>Ann Galbraith</b>
Secretary	<b>Harium Martin-Morris</b>

### Staff Ofc Ph. (425) 271-2332

Operations Manager	<b>Wes McKechnie</b>
Operations Assistant	<b>Diana Cassity</b>
Operations Assistant Saturday	<b>Yvonne Pipkin</b>
Accountant	<b>Millicent Rhoades</b>

## EVERETT OFFICE CONTACTS

There are no phones at this time. Please call the Renton office in an emergency; otherwise contact the focal below.

PAE Coordinator	<b>Oliver Meier</b> <b>Casey Johnson</b>
PAE Maintenance	<b>Casey Johnson</b>
PAE Facilities & Support	<b>Oliver Meier</b> <b>Casey Johnson</b>
PAE Safety Focal	<b>Steve Kirsch</b> <b>Mike Dubbury</b> <b>Oliver Meier</b>

## BEFA AIRCRAFT MAINTENANCE ISSUES

### Contact in the order of:

1. Ops Manager, Wes McKechnie (425) 271-2332
2. Emergency/Semi-Emergency text (425) 384-9680
3. Ops Officer, Troy Larson
4. Any Board Member

### Renton Maintenance:

In the event no other contact above is available, call Ace Aviation directly (425) 204-0845.

## SOCIAL MEDIA

*Volunteers are welcomed:* Join our team and help post/moderate any of our social media accounts. If interested, be sure to reach out to [media@befa.org](mailto:media@befa.org).

### BEFA Facebook Page:

<https://facebook.com/BEFA.Washington/>



### BEFA Facebook Group:

<https://facebook.com/groups/BEFA.Washington/>



### BEFA Instagram

<https://instagram.com/befa.washington/>



### BEFA Twitter

[https://twitter.com/BEFA\\_Washington](https://twitter.com/BEFA_Washington)

### Notes to Members:

Don't forget to use our new tag, #befawashington, on all your future posts!

## CONTACT US

General Inquires or Information: [office@befa.org](mailto:office@befa.org)

Operations Support: [operations@befa.org](mailto:operations@befa.org)

Billing or Payment Support: [accounting@befa.org](mailto:accounting@befa.org)

Event / Activity Coordination: [events@befa.org](mailto:events@befa.org)

Website, Social Media, Newsletter: [media@befa.org](mailto:media@befa.org)



*Editor:* Yvonne Pipkin