



840 W Perimeter Rd Renton, WA 98057

Office Phone: (425) 271-2332

befa.org

WELCOME ABOARD!

New Members	Share Class	Airport
Jeffrey Borek	Guest I	RNT
Grant Dunbar	Participating I	PAE
Renaldo Guzman	Participating I	Both
Christopher Henry	Guest III	Both
Kaes Kniestedt	Participating I	RNT
Blain Lawson	Participating I	RNT
Katharine McCoy	Participating I	RNT
Aaron Pettett	Participating I	Both
Dave Stockwell	Guest I	RNT

CONGRATULATIONS!

Member	New Rating	Date	Instructor(s)
Evan Little	Pvt	July 3	Manning
Naish Gaubatz	CFI	July 17	Manning

Member	1st Solo Flight	Instructor
Maddie Sibia	July 8	Dubbury
Matthew Bower	July 15	Boike

CALENDAR OF EVENTS

August

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	Note: No Board Meeting in August				

15 Aug **BEFA Flying Study Club via Zoom**
 Saturday, 10 – 11:45 am
 Host: Fred Quarnstrom
 Guest Speaker: Brandon Steltz

BEFA FLYING STUDY CLUB

TakeFlight Interactive

Facilitated by Brandon Steltz

TakeFlight Interactive’s software is a virtual flight instructor, allowing student pilots to learn and practice flying skills at home.

The program demonstrates a maneuver and then talks the student through the maneuver. The student next practices the maneuver with coaching from the virtual instructor (you are descending, need more rudder, etc.) When students are ready, they fly on their own and are graded to FAA standards that will be used for their flight tests. If you did not like your score, just try again!

This software is available to purchase through EAA at a discount.

Brandon Steltz is the founder and chief executive officer of TakeFlight Interactive. The Air Force and several aviation universities are using this software for initial flight instruction.

“Our system is much more than just a computer telling the students when they are high, low, fast, or slow. We have developed complex algorithms that monitor all aspects of the flights, including whether or not the pilot is making corrections in a timely manner. The automated instructor responds appropriately, providing feedback just as a real flight instructor would.”

AOPA June 10, 2019

Join Zoom Meeting

August 15th at 10 AM

<https://us02web.zoom.us/j/5747359443?pwd=VIFUNFNMDHBiMWDwdm8vb3RJVzFQQT09>

Meeting ID: 897 0125 3092
 Password: 818922

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

From your President,
Bob Ingersoll

BEFA Mid-year State of the Union

Your Board met July 16th and I'm pleased to report that the BEFA mid-year state of the union is very stable. Our members have been following the BEFA Reopening Template and flying hours have increased each month since we have reopened. Our membership is also steady and our CFI's are very busy getting us all checked out and current.

Regarding our fleet, I'm pleased to report that we have members who are working with us to increase the number of our leased back aircraft.

 Specifically, we are anticipating another C-172 joining our fleet in August. This aircraft is being outfitted with the Dynon avionics suite.

 The Beech Sierra has been purchased by another BEFA member who wants to move it to PAE. This is great news in that it will provide a complex aircraft for our PAE members. I'm hopeful this will also happen in August.

 A pair of BEFA members has purchased a Piper Cub on floats which will also be included as a BEFA lease back aircraft. This aircraft will be positioned at Kenmore Air in Bothell, and available to BEFA members.

 We are conducting a search for a replacement for our Citabria. There are several aircraft being considered. Hopefully, we will be able to complete this acquisition soon when we find the best fit aircraft for BEFA.

Stay safe and enjoy this great flying weather!



Photo contest submission by Jeff Hagglund of his flight in N435SP to Olympia

From your Operations Officer,
Troy Larson



Thank you

to those that have already volunteered to help with the upcoming DART program. For those that haven't responded and are interested, 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).

The goal of DART (Disaster Airlift Response Team) 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.

Check Maintenance Due Dates/Times

When checking out aircraft using FSP, be mindful of maintenance due dates/times for the aircraft. Members are not authorized to overfly any 'mandatory' maintenance item as indicated in FSP. Only the Operations Manager or Operations Officer has authority to approve any deviation from the 'mandatory' due date/time as listed in FSP. Overflying 'recommended' maintenance actions does not require prior approval.

From your Safety Officer, Mike Sievers

Mountain Checkride

Following the attainment of a private pilot license, most people start looking for places to go. Especially, if one of those places is a long cross country that has been on one's mind for several years. After looking at the charts, a new pilot at BEFA noticed that this area is somewhat boxed in by geography. For the initial first few months this is no big problem as there are plenty of places to visit in the area – Friday Harbor, Ocean Shores, down the valley toward Portland. However, after a time, some pilots start to feel the walls closing in. To the north is Canada which, although accessible, presents some new challenges (customs). To the west beyond Ocean Shores lies a massive "lake" between Seattle and Japan. To the east and south (beyond Eugene) are - mountains. This brings up the BEFA mountain checkride. BEFA Operations rules require that pilots who do not have a mountain checkride remain 5 nautical miles away from the 3000 ft. contour line on the mountains.

If any pilot wishes to venture beyond the natural boundaries to the far south or east, a mountain checkride is required. For the long range travelers, this tends to be the most important checkride in BEFA. However, there may be a slight misunderstanding of this checkride within the BEFA community.

- The Seattle area presents challenges that BEFA wants addressed with a required checkride – namely the weather as it relates to the Cascades and Siskiyou as well as the terrain as it relates to safety.
- The original intent of the mountain checkride was developed to provide the training and experience to get over the mountains with respect to travel from point A (Renton) to point B (over the mountains). It was not specifically designed with the intent of intense operations within these mountains, i.e. low altitude flying in a blind canyon to photograph the mountain goats.

While these activities are not prohibited following a mountain checkride, the check should give enough judgment training to encourage the pilot to realize that additional research and experience are necessary to ensure safety during these types of operations. There are several pit-falls an untrained pilot can run into up there and, without the required knowledge, a difficult situation can present itself in a hurry; one which may not have a pleasing outcome. BEFA strongly recommends that additional, voluntary training be sought out prior to operation within the mountain environment. A voluntary

checkride with an instructor who is familiar with such flying may be cheap insurance.

Everyone has been told that attaining a pilot license is a license to learn. The challenge of flying within our area mountains is one of those challenges which invite serious attention.

“ Mountain flying takes place in a demanding, challenging and sometimes hostile environment that has always demanded its own rules and an entirely different set of skills than flatland flying. ”

– Anonymous



From your Operations Manager, Wes McKechnie

'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.

- Skip Sethman and Mike Borkan (CFII) for installing the rear aircraft seats
- Gary Pipkin for fixing the various towbars
- Bob Hardin for working on the new BEFA RNT front door locks
- Diego Acevedo for painting the ramp stall templates, putting the Hyster in Craigslist and disposing of paint
- Christian Frey for disinfecting the office complex, and filling the oil bottles
- Paul Ust for his continued support on the GPS database updates
- James Walker (CFII) for his help in the grounds keeping at the office
- Shad Pipkin (CFII) for repositioning aircraft
- Gary Pipkin for delivering part to Regal at Paine Field

BEFA FLIGHT HOURS

Total Flight Hours for **July**: **719.1**

Increase from previous month: **68.5%**

**COVID-19 and How "IT'S DONE RIGHT"
(A Reminder)**

I had a Mountain Checkride scheduled for one of our pilots a few weeks ago. I received a text the morning of, that he was cancelling the checkride, as a friend of his that he had been with the previous week, just tested positive for COVID-19 and notified him. Subsequently, the pilot was not going to come into BEFA, and would self-quarantine until he got the results of *his* now scheduled COVID-19 test, to be administered in a few days. In my following up on the details, the pilot stated that he had not been into BEFA for almost a month, or associated with other BEFA members so there are no issues with potential contamination here from this incident. I share this story to illustrate the transparency that is much appreciated, and needed for this to be successfully contained not just worldwide, but within our own individual "ecosystems" so to speak, and we have very good traceability and mass communication capability with our scheduling system if it's needed. Such behavior and respect, as exhibited by this member, goes a long way to protecting the general BEFA population, Staff/Board Members, CFI's and guests.

So far, things have really gone very, very well. We, frankly up to this point, could not ask for better. Members have been extra cautious, as we would expect the pilot culture to be, and I've noticed diligent plane sanitizing and adherence to the protocols. In addition, the members offering to help wipe down the touchpoints in the buildings when they come in are also greatly appreciated! With that said, we still know it's out there, but is containable within reasonable safety margins **if we all follow the protocols, accept the responsibility, exercise the integrity, and live the common sense** to think of the consequences.

Past pandemics proved that, "this too shall pass", and we don't, like making a rash or bad decision on a flight, want the aftermath of that poor decision to haunt us for the rest of our days... Remember, *this is a relatively long term challenge, but it's still a temporary problem.* Let's not make it a permanent one, or at the least a major inconvenience.

And as a reminder, please not only screen yourself, but also screen ***your family and guests*** before bringing them into our facility and assets. So far, so good, and thanks for your truly great work on following the guidelines. All your fellow members thank you, and we should hopefully have our joy of flight to give us some measure of relief and respite from this challenging pandemic until we finally come out the other side of this challenge, which we will.

BTW, the pilot's COVID-19 test came back negative! Keep up the good work!

Aircraft Notes & Cautions

A few notes to keep in mind when flying:

- Low tires can cause tubes to slip in the tire when landing or breaking, thus cutting the tube stem when it slides within the tire. Please make sure that the tires proper pressures are where they're supposed to be prior to flight.
- Cranking up the seat height adjuster in the aircraft while sitting in them, and certainly with the seat belt cinched down (!), can and does break the winding mechanism. These are lightweight components for obvious reasons. It is best practice to disembark the plane and make the adjustments without putting the restriction of weight on the moving mechanism.
- Gentle touch on the PTT's rather than a "mashing" of the button increases the longevity of these switches. Light touches in aircraft almost always are better for durability and less inconvenience downstream.
- Don't force the gasper vent flow adjustment valve rings past the stops, as it will break them and render fresh air either full on, or full off until repaired. Again, a gentle touch!

AIRCRAFT RATES

August 2020	
Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00
C150	\$ 106.14
C172	\$ 125.95
C172SP	\$ 145.19
R172K XP Float	\$ 169.42
C182Q	\$ 180.39
SR20 (HOBBS)	\$ 178.84
BE C24R (566)	\$ 191.25
C182RG (65C)	\$ 192.90
CT210	\$ 227.05
CC-18 (HOBBS)	\$ 170.00

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

N36339's LAST FLIGHT

by Bob Guthrie, CFII



On June 12th around 10:00 a.m. my favorite airplane made its last flight, and I was aboard. There were about 40 seconds between engine out and landing where everything I have been taught came into play, and two pilots walked away from a hard landing. First I need to say that I have been a member of BEFA since 1971, and the maintenance of our fleet has never been better.

Ace Aviation finished the annual inspection on June 11th. Kathleen Imanishi and I were invited to taxi the plane back to BEFA. Wes informed us he would have the test card ready for the BEFA procedure to return a plane to service after an annual inspection the next day. Friday morning, June 12th, around 9:00 a.m. Kathleen and I completed the BEFA annual functional test ground procedure for the airplane. The ground portion was satisfactory so we added enough fuel for a short flight, 10 gallons in each tank.

I was in the back seat for the flight. Engine start, taxi and run up were normal. We asked for and received permission to take off and fly the pattern for Runway 16. We held the brakes to ensure full power was developed, and then released the brakes for a normal take off.

The test procedure requires a confirmation that the transponder is working. So, on the downwind leg we confirmed with tower that it was working correctly, and we were cleared for a touch and go landing. I made two power changes on final to maintain the desired glide slope, the engine responded to the changes and we made the landing. All parameters were nominal as we added full power for our second takeoff. At about 400 hundred feet the engine stopped, no vibration and a turning propeller, but no power.

WE ARE IN A BAD PLACE, IN ABOUT 40 SECONDS WE ARE GOING TO BE ON THE GROUND!

We know what happened, but we do not know why. That answer will come from the NTSB sometime in the future, so I am only talking about "what" not "why".

There is no pause button in the real world, but for the sake of this discussion, let's pause a moment and think. How long did it take to realize, and react to the problem? Some of us think about 2 seconds, so we are going to be on the ground in 38 seconds.

What goes through your mind first, the famous phrase "OH ****" or what happened, or in my case, turn left, try for Logan Avenue. We all have briefed this scenario thousands of times, "if" we are on the runway and lose power slam on the brakes; if we are below 700 feet, land as slow as possible into the softest spot available and don't stall. Above 700 feet, try for the runway or taxiway. So, thinking or feeling was really not involved.

Kathleen spoke, "we have lost power".

I spoke and we turned left to try for Logan Avenue. I called the tower.

Then Kathleen spoke and said "wires are in the way, we are not going to make Logan, turn left a little more. There is an open spot."

At about 20 or 30 feet the right wing struck a tree, that slowed us down, turned us around, and we landed flat skidding to the left in a contractor's storage lot. The door had been opened for us, and gas was pouring out of the right wing.

I said, "Are you ok".

Kathleen said, "Yes." As we were unbuckling, two men showed up at the door to help us out. When we were walking away from the plane, I took my phone out. Kathleen asked what I was doing.

I replied, "Calling Wes", which the rules say we should do.

There was a picture on Facebook for a while, showing us walking away from the plane, and a voice said they are out okay but the old guy is limping.

Someone found chairs for us and we were surrounded by more help than I could imagine. At one time there was a medic on my left taking my blood pressure, a really tall policeman was asking for my driver's license, and a fire captain asking if we were okay. A young man came up between them, and said "Hi Bob, I am Sandy from the NTSB." He showed me his badge, and asked if he could have my pilot's license...such service.

The Medics took us to Valley General, they bandaged the cut on my head, x-rayed our various bumps and bruises, said we were okay and sent us back to BEFA; ending the worst day of flying I have ever had.

A Comment about Bob's Performance in this Accident

By Wes McKechnie

To actually go over and see where Bob was able to put N36339 down and be able to walk away is a testimony to his skill, abundance of practice, calm and focus on maintaining the plane at the slowest speed to the point of contact. In every single take off, a pilot needs to be focusing on the emergency scenarios of an expected engine failure in the takeoff phases of flight: the runway and rotation phase, low altitude, medium altitude, and higher altitude phases.

Bob had a plan in mind, and kept "flying the airplane" (e.g., directional control as slow as possible and still remain safe with no stall) to a pre-planned option for the phase of flight he was in. We are still waiting for the NTSB to conclude their investigation. Even though this was dramatic and unsettling to us, NTSB does not consider this a particularly high priority because there were no appreciable injuries, and COVID-19 is slowing their process as well. BEFA will follow up with the membership on their findings.

INSTRUCTORS NOTICE

Resolutions Aren't Just for the New Year

By *Charlie Mallory*, CFII

Reading of the latest tragic mid-air collision, this one over Lake Coeur d'Alene, brought to mind something that has bothered me for a while.

The 'Big sky, little airplane!' saying has some validity, but also its limits. With fewer GA airports, sprawling development, more constricted airspace and rising hourly costs we have boxed our training and recreational flying into limited areas.

A clear VFR day after weeks of marginal conditions makes the Southeast practice area or Arlington airport truly stressful places to operate.

Why am I more concerned now?

As a pilot who began flying in the 1970s, I've had my share of incidents that still give me the shivers. Reading the Aviation Safety Reporting System (ASRS aka NASA) summaries shows that my experiences mirror those of others. One of the designers of the Cirrus aircraft I regularly fly survived a mid-air collision, hence the integrated parachute design.

Decades of IFR filing and airline flying have accustomed me to multiple crewmembers, ATC provided separation and Traffic Collision Avoidance Systems (TCAS). The assistance of other people and systems has reduced risk but also probably increased complacency. It certainly doesn't always solve the problem as a couple of my NASA reports describing compliance with TCAS Resolution Advisories in heavy jets will attest. Has my familiarity and comfort with IFR filing and procedures led me to neglect the VFR operations that are now the majority of my (and my students') flying?

What can I do about it?

I have now returned to the GA world. My instructor lesson plans stress the 10-20-30 concept or the 25/75% concept of Inside/Outside scanning. Do I truly follow that or just teach it?

Resolved: **Train myself to really follow this guidance.**

Qualification and currency flights with other instructors reveal I haven't truly grasped (or perhaps retained) **all** the details for departing, arriving and operating in our local airspace and aerodomes. I always learn something new during time spent with them.

Resolved: **Review in depth (and regularly) the procedures for our local airports. Create a better quick reference or review process before flights so I spend more time looking outside.**

Of course ADSB is now a thing! I have a Stratux, a pair of iPads with Foreflight and sometimes a GPS providing Traffic Awareness. But, am I using these resources in an optimal way, reducing my risk? Or, am I introducing additional distraction and workload?

Resolved: **Examine and revise my workflow using available resources (wife with other ADSB iPad?). Incorporate these new tools without compromising my traffic scan.**

My recent retirement has permitted me to fly in other countries. Their procedures, airspace and communications differ slightly, including some designated airspace with mandatory position reporting intervals. Never one who likes radio chatter, it forced me to think about my spatial relationships with both the geography and other aircraft.

Resolved: **In addition to my required reports, I'll improve my communication with other pilots in the operating areas, provide more PIREPS and increase my use of flight following during VFR operations.**

These concerns are my Risk Management process in action. Risk Management is a significant part of the transition to the new Airman Certification Standards. It is something we've always done, but now they have defined the process and incorporated it in the standards.

Have you examined your own processes in terms of Risk Management? It's an interesting exercise.



AOPA PILOT

by Barry Schiff June/August 2020

1. Why is the structure used to store an airplane called a hangar?
2. Thermal runaway is a hazard associated only with NiCad batteries. True or False?
3. Why is the registration number of U.S. registered aircraft preceded with an N instead of some other letter such as U?
4. Who said, "When everything seems to be going against you, remember that the airplane takes off against the wind, not with it"?
 - A. James Doolittle
 - B. Thomas Edison
 - C. Henry Ford
 - D. Wilbur Wright

ANSWERS on next page

Photos of scenic Puget Sound by Jeff Hagglund



Over Bellevue looking west



Paine Field at dusk



Northern part of San Juan in the evening



Pop Quiz Answers

1. **Hangar** is a French word meaning outhouse or shed.
2. **False.** A lead-acid battery can seriously overcharge and explode under certain high-load, high-temperature conditions.
3. The U.S. received the "N" as its nationality designator under the International Air Navigation Convention held in 1919. There are various stories as to the origin of the "N" in United States civil aircraft registrations.

The most probable reason "N" was assigned to the U.S. was in recognition of the industry leading development and deployment of wireless communications by the **U.S. Navy who had been using "N" as the prefix to its station call-sign identifiers** since 1909. *Source: American Aviation Historical Society (www.aahs-online.org)*

4. **Henry Ford** is credited with saying that an airplane takes off against the wind.



Photo from Spaceneedle | Instagram

On July 10th the "Mask Up" flag was raised on top of the Space Needle for awareness to wear a face mask to help reduce the spread of COVID-19.

Auburn Reporter
Friday, July 17, 2020

Auburn Airport Runway Extension Complete

"Until this month, the airport's runway was only 3,400 feet long."

"In July, Pivetta Brothers Construction of Sumner completed a project that extends the Auburn Municipal Airport's total runway length to 3,841 lineal feet, 200 feet on the north and 241 feet on the south end, to increase capacity, improve safety, and support storm water management improvements."



DID YOU KNOW?

THE **SUNSET** UNDER THE
CLOUDS LOOKS LIKE THE
SKY IS ON FIRE.

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

OFFICERS & STAFF

Board of Directors

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

Staff (425) 271-2332

Operations Manager	Wes McKechnie
Operations Assistant	Diana Cassity
Operations Assistant Saturday	Yvonne Pipkin
Accountant	Millicent Rhoades

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	Oliver Meier Casey Johnson
PAE Maintenance	Casey Johnson
PAE Facilities & Support	Oliver Meier Casey Johnson
PAE Safety Focal	Steve Kirsch Mike Dubbury Oliver Meier

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.



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

Notes to Members:

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

CONTACT US

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