



Newsletter
November 2020

840 W Perimeter Rd Renton, WA 98057

Office Phone: (425) 271-2332

befa.org

WELCOME ABOARD!

New Members	Share Class	Airport
Brian F. Jones	Guest III	RNT
Emma Makela	Family III	PAE

CONGRATULATIONS!

Member	New Rating/Date	Instructor(s)
Michael Heeman	PVT 10/15	Guthrie / Borkan
Rocco Buty	PVT 10/22	Moore
Tyson Taylor	INSTR 10/25	Kirsch

Member	1st Solo Flight	Instructor
Uzair Ahmed	October 15 th	Gaubatz
Archana Bennur	October 29 th	Boike

CALENDAR OF EVENTS

November

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18 	20 		
22	23	24	25 	27	28	
29	30	31				

- 19** BEFA Board Meeting via Zoom
Nov Thursday, 4 pm
- 21** BEFA Flying Study Club via Zoom
Nov Saturday, 10 – 11:45 am
Host & Speaker: Fred Quarnstrom
Guest Speakers: Tom Howard & James Walker
- 21** Annual Membership Meeting via Zoom
Nov Saturday, 3 pm
- 26/27** Thanksgiving Holiday
Nov Thursday & Friday Office Unstaffed



**Annual Membership Meeting Saturday,
November 21st at 3 pm**

Join Zoom Meeting

<https://zoom.us/j/96176781689?pwd=WfIRmM9wMmd6V1Z0OFFHNm0xdG9HQOT09>

Log on:

Meeting ID: 961 7678 1689
Passcode: 140363

One tap mobile:

+12532158782,,96176781689#,,,,,0#,,140363# US
(Tacoma)

Dial by your location:

+1 253 215 8782 US (Tacoma)
Meeting ID: 961 7678 1689
Passcode: 140363

**Cold Weather Operations**

Presented by Tom Howard, CFI and James Walker, CFII



The pilot from Montana said, "You don't have cold in the Pacific NW."

The Pacific Northwest is not known for very low temperatures. Our two instructors will lead a discussion of cold weather operations comprising human factors, airport operations and airplane care from pre-flight through securing after flight. There will be a discussion of engine operations, including proper temperature management.

Tom and James will facilitate a discussion, drawing on the collective wisdom and experiences of those present. This is meant to be an interactive program.

Introducing Speakers

Tom Howard is Chief Mechanic for Boeing Safety and Regulatory Affairs, an active BEFA CFI, A&P, and holds a Masters of Aeronautic Science. Tom is a participant in the BEFA crew that performs maintenance on BEFA aircraft.

James Walker is an Engineering Professor at Seattle Pacific University, former Sr. Engineering Manager at Boeing, active BEFA CFII, and A&P.

Join Zoom Meeting**Saturday, November 21st at 10 AM**

<https://us02web.zoom.us/j/5747359443?pwd=VIFUNFNMdHBiMWdwdm8vb3RJVzFQQT09>

Meeting ID: 574 735 9443

Passcode: 818922

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

If you have questions call Fred Quarnstrom 206-313-0496, or contact him via email fredq@comcast.net.

**From your President,
Bob Ingersoll****BEFA Election Results**

The 2020 BEFA Board Election is complete and the results are as follows:

President: Bob Ingersoll

Operations Officer: Matt Smith

Secretary: Aaron Balog

Thanks: I want to thank Frank Marshall and the Election Committee for conducting a seamless election process. I also want to thank all the candidates for participating in this election. BEFA has so many outstanding members that, in this case, provide for an excellent Board membership.

Annual Meeting: 2020 has been the year of COVID-19 and Zoom. The Board has been holding off on having our Annual Meeting but feel this year because of COVID-19 it will have to be Zoom only.

- Saturday, November 21st, 3 pm, we will conduct our Annual Meeting by Zoom.
- The agenda will include each Board member presenting their data and respective health of BEFA.
- The log- in information is above in this newsletter. We look forward to your participation.

Float plane: Our float plane is finally through engine break-in and the CFI's are getting their check rides completed. This has been a long time coming, two years. We are excited for you SES pilots to be able to get back on the water.



From your Operations Officer, Troy Larson

Aircraft Status

Our float plane, N758NF is back on line! Howard Wolvington, Scott Spanier, and Austin Watson are qualified as BEFA float instructors and can help you regain your float currency.

The Cruiser Cub is also coming online soon and will be located at Renton Field. The Cub on floats has great performance and is a lot of fun to fly!

The Beech Sierra, N38566, has transferred ownership and will be located at Paine Field, providing the Paine field members with the opportunity to get their complex endorsements.

The Sierra is a great low wing, retractable aircraft that has great handling qualities and will guarantee to put a smile on your face!

Winter is coming, so be sure to get as much time as possible in these aircraft while the weather allows.

From your Safety Officer, Mike Sievers

West Cascades Ice Machine

The Seattle Flight Standards District Office newsletter sent a number of years ago contained information which I feel needs to be repeated in light of the potential weather events which occur every year this time. It deals with icing in and around the Cascades and, while some of the items are well known to most of us (sometimes through hard won lessons), there were points that may not be as well known. For reasons listed below, the Seattle FSDO has termed this phenomenon the ***West Cascades Ice Machine***.

The West Cascades Ice Machine is a weather phenomenon during which air, laden with moisture from its trip across the Pacific Ocean, blows into Western Washington and is lifted up the western slopes of the Cascade Mountains. This lifting of moist air has a cooling affect and produces some of the very best (or worst depending upon your point of view) aircraft icing conditions in the world. Ice accumulation here can be extremely rapid. It is an icing condition that must be taken into account in addition to the normal icing conditions that accompany the usual cold and wet that exists throughout the northwest during winter.

In general terms, the Ice Machine exists primarily over the west slopes of the Cascades east to and slightly beyond the crest, and is most prominent between 6,000 and 14,000 feet MSL. Pilots of light airplanes caught in this Ice Machine can instantaneously find themselves in icing conditions where full power and best rate of climb speed results in a substantial rate of descent. Structural icing makes the airplane heavier and it disturbs the airflow over the wings and propellers which makes them less efficient. As ice accumulates, the airplane gets heavier while lift and thrust decrease. Full power can still render you looking for a place to land in the mountains.

There are a couple of rules of thumb about the accumulation of structural icing.

First, the airplane must be flying in an area of visible moisture (rain, snow, cloud, fog, etc.).

Second, the critical temperature range is about plus 3°C to approximately -20°C. Moisture which is warmer than +3°C is rain which will not ice up on the airplane (except when the airplane has been flying in sub-zero temperatures for some time before descending into the rain). Moisture which is lower than -20°C is too cold and dry to stick to the airplane.

These are generalizations and there are exceptions. There is one more bit of information you need to know. The FAA definition of the phrase "known icing conditions" comes from numerous NTSB law judge decisions of the years.

Beginning with a case in 1957, the NTSB has stated that icing conditions exist when the temperatures are below freezing and there is visible moisture. They have said further that because the flight service station network states the existence of those conditions in reports that are available to pilots both before the flight and while en route, the icing conditions are "known." So, contrary to popular belief, it is not necessary to have a pilot report to have known icing conditions.

On the surface, the above newsletter article seems to apply more to IFR pilots. However, remember that freezing levels near the Cascades can descend below the cloud layer and rain below this layer can result in icing. At this time of year, a few extra minutes with the briefer on this issue can be well worth the investment.

"Any pilot can describe the mechanics of flying. What it can do for the spirit of man is beyond description."

- Barry Goldwater

From your Operations Manager, Wes McKechnie

Please Fill in the Comments Field of FSP when Booking Planes

We request that BEFA Members start scrolling down and using the Destination and/or the Comment section that FSP's booking window provides when reserving an aircraft for your flights. You may flight deviate from this as needed, but please try to record your planned flight when booking the plane, or just prior to your dispatch. Thanks!

COVID-19 Update

Again, we're happy to report that as far as we know, there have not been any member COVID-19 cases amongst BEFA Members. The expectations are that there could be a resurgence of the virus commencing this month. We ask that BEFA Members continue your vigilance and protocol procedures we have in place, and to help Staff disinfect the office, or at least parts of the office if able when you visit. Our hope and intent is that we can "double down" and maintain flight operations unimpeded by keeping the good work and vigilance that lead to our success these last several months

Windy Days and Aircraft Doors

With the approaching late fall and early winter weather upon us, the winds are picking up. Please remember to CLOSE THE AIRCRAFT DOORS when pre-flighting. Leaving a window open is OK. A gust of wind can easily break a door hinge pin of an open door or damage the door hinge itself. This damage will ground the aircraft. Please keep the doors closed.

'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.

- David Stockwell for replacing, repairing and painting the front steps of the office!
- Bob Hardin for fixing our lock on the furnace/utility access room.
- Christian Frey for refilling the sanitizer dispensers and general office disinfecting.
- Aaron Balog (CFI) for running up and inserting log book maintenance stickers in PAE aircraft.
- Andrew Boike (CFI) for dropping parts off in Auburn.
- Marcus Ward for dropping off the electric hand sanitizing dispenser for our use. Check it out, it's pretty cool!
- Julia Bitze (CFI) and Dave Stockwell for repositioning 735LH.
- Kevin Cook for installing our new light bulbs for the office complex. Nice to have our own personal Gaffer! And, recycling our burnt-out bulbs and getting the obsolete ones out of our building and to a new home.
- Pete Seidel (CFI) for repositioning planes.

Grievance:

Large oil stain on parking tiedown, middle ramp facing south, no contact of ops to explain; makes us nervous! We inspected all planes for leaking oil, could not find any planes with dripping oil issues.

BEFA FLIGHT HOURS

Total Flight Hours for October: 149.7
Increase from previous month: 68.6 %

November 2020	
Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00
C150	\$ 106.44
C172	\$ 126.38
C172SP	\$ 145.69
R172K XP Float	\$ 169.87
C182Q	\$ 181.17
SR20 (HOBBS)	\$ 179.44
BE C24R (566)	\$ 193.61
C182RG (65C)	\$ 193.61
CT210	\$ 227.99
CC-18 (HOBBS)	\$ 170.00

Learn to Fly at BEFA!

Morning and Evening classes



Private Pilot (PP) & Instrument Ground Schools Start in January

Taught by BEFA Instructors

Enroll through RTC or EvCC for Morning or Evening Virtual Classes

Registration begins in November; Limited Class Size

<i>Winter Quarter 2021 Zoom Class Schedule</i>	Renton Technical College (RTC) 	Everett Community College (EvCC) 
PP Grd School Dates:	1/5/2021 – 3/11/2021	1/5/2021 – 3/11/2021
Days:	Tuesdays & Thursdays	Tuesdays & Thursdays
Course Number:	AVIA 101	9392 (morning) 9390 (evening)
Time:	10 am – 1 pm <i>or</i> 5 pm – 8 pm	9 am – 12 pm <i>or</i> 4 pm – 7 pm
Instr Grd School Dates:	1/6/2021 – 3/24/2021	
Days:	Mondays & Wednesdays	Instrument Ground School
Course Number:	AVIA 102	Not Offered at EvCC
Time:	5 pm – 7:30 pm	
Fee (includes books & material):	\$599	\$490
To register call:	RTC: (425) 235-2352 x5528	EvCC: (425) 267-0150
Website registration:	https://www.rtc.edu/registration	https://www.everettcc.edu/ccec/aerospace <i>click on Aviation Ground School</i>

Boeing Employees: The Winter Quarter 2021 ground school posters are available on the Home page of the BEFA website (befa.org) to print, distribute and/or post at work. Thank you!



HangarHumor

Joke Source: Aopa Pilot,
September 2020

Q1: What's the difference between a pilot and a pepperoni pizza?

A: *A pepperoni pizza can feed a family of four.*

Q2: Why was the little airplane sent to his hangar?

A: *Bad attitude*

Q3: Who built an airplane that couldn't fly?

A: *The Wrong Brothers*

Kid: "I want to be a pilot when I grow up!"

Parent: "You can't do both!"

Pilot to passengers:



"Ladies and gentlemen,
I have good news and
bad news.

The bad news is we're
lost.

The good news is we're
making good time."



N739BT on the Arlington Ramp

photo by Jeff Hagglund

"May your feast be plentiful and your blessings abundant."

~ anonymous



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

General Inquires or Information: office@befa.org
Operations Support: operations@befa.org
Billing or Payment Support: accounting@befa.org
Event / Activity Coordination: events@befa.org
Website, Social Media, Newsletter: media@befa.org



Editor: Yvonne Pipkin