



840 W Perimeter Rd Renton, WA 98057

Office Phone: (425) 271-2332

befa.org

WELCOME ABOARD!

New Members	Share Class	Airport
Ron Smith	Participating II	RNT

CONGRATULATIONS!

Member	New Rating/Date	Instructor(s)
Neil Hathi	INSTR / 11/06	Pipkin
Chris Sherland	PVT / 11/11	Moore/Anderson
Grant Dunbar	PVT / 11/21	Johnson

Member	1st Solo Flight	Instructor
Fabian Galaura	November 2	Tomlinson

CALENDAR OF EVENTS

December

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	
13	14	15	16		18	19
20	21	22	23	24		26
27	28	29	30	31		

BEFA BOARD MEETING

To All Members:

You are welcome to join the December Board Zoom Meeting on **Thursday, December 17th at 4 PM.**

When logging in, please provide your name and phone number.

Join Zoom Meeting

<https://zoom.us/j/95436446513?pwd=NiViTEZrem84dnRwZlJZSVYweUxSdz09>

Log in:

Meeting ID: 954 3644 6513
Passcode: 048054

One tap mobile:

+12532158782,,95436446513#,,,,,0#,,048054# US (Tacoma)



N38566 is now flown from PAE.

12 BEFA Flying Study Club via Zoom

Dec Saturday, 10 – 11:45 am
Host & Speaker: Fred Quarnstrom
Guest Speaker: Tom Rogers

17 BEFA Board Meeting via Zoom

Dec Thursday, 4 pm

25 Merry Christmas

Dec Thursday, Office Unstaffed after 2 pm
Friday, Office Unstaffed





Upset Prevention and Recovery Training Ground School

Presented by Tom Rogers

FAA WINGS credit is offered.

Topic: This will be a presentation regarding common causes of LOC, "How to Avoid, Recognize, and Recover from Upsets", followed by Q&A.

From 1949 to 2001 stall and spin accidents decreased year after year. Since 2001 the number of spin accidents has plateaued at a point where we have nearly one each week in the U.S.

Since practicing upsets, spins, and recoveries can be difficult, Tom will present a "ground school" aimed at first explaining LOC, upsets, and unusual attitudes differences. Then a short course on the aerodynamics of stalls and spins. Tom will explain the new FAA emphasis item, Avoid-Recognize-Recover. Finally, he will wrap up the presentation by giving simple steps that are easy to remember. This is a great presentation for private through ATP, especially CFI candidates, who have not had a chance to undergo professional spin training.

Introducing Speaker

Tom Rogers CFII, holds a BS of Aeronautical Technology from ASU. Tom is a CFI at BEFA. He also instructs at Bremerton National Airport (KPWT), and teaches tailwheel as well as upset prevention and recovery training for GA pilots and CFI candidates.

Tom is a USAF veteran who taught in T-37s, spin training, and flew F-15s. He spent 31 years as an "airline jockey".

Join Zoom Meeting

Saturday, December 12th 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. Call Fred Quarnstrom 206-313-0496, or contact him via email fredq@comcast.net should you have questions.

From your President,
Bob Ingersoll

ANNUAL MEMBERSHIP ZOOM MEETING

BEFA held its first annual Zoom Meeting on November 21, 2020. We put this off for a number of months hoping we could have our usual crab feed in the hangar. In 2021 we hope to be back in the hangar. Our new Board members Matt Smith, Operations Officer, and Aaron Balog, Secretary were introduced. The outgoing Board members Troy Larson, Operations Officer and Harium Martin-Morris, Secretary were thanked for a very productive term.

COVID-19 Situation

Over the past several months there have not been any COVID-19 cases traced back to BEFA thanks to all of you, our members, and Dr. Martin Makela, who helped us architect our screening, and disinfection methods. Your diligence in following the BEFA protocols has allowed us to remain open. You all received a BEFA email from Dr. Makela emphasizing the importance of continuing to follow the protocols; particularly as we travel during Thanksgiving and Christmas holidays. BEFA continues to be a safe place where we can continue to enjoy our flying experience.

Memorandum of Understanding (MOU)

I reported during the Zoom Meeting that BEFA has entered into a Memorandum of Understanding with Ace Aviation to pursue a tenant relationship with Ace. This is not a marriage but rather an engagement to determine how we can work together for a mutual long-term lease and building at their site. More to come in 2021.

thank you!

Member Recognition

MEMBER OF THE YEAR

During the Zoom Meeting our BEFA Member of the Year was announced. Remember, we're a bit behind and these are for **YEAR 2019**. The two members are:

Dr Martin Makela for his continuing guidance on BEFA COVID issues and service in assisting in airman medical certificate consultation.

Barbara Sherland for her outstanding legal leadership in working through our arbitration with the City of Renton as well as providing legal guidance regarding our Memorandum of Understanding with Ace Aviation.

Congratulations!

BEFA CREW

These members are saving BEFA \$25,000+ in oil changes and other routine type maintenance allowed under CFR 43 as well as hangar care and so many other tasks that we all benefit from. Their consistent dedication is a huge legacy to our success.

- Ray Pedrizetti
- Angela Kantjas
- Christian Frey
- Dan Williams
- Jason McCrea
- Janik Zender
- Joerg Zender
- Julia Bitzes
- Kevin Cook
- Lexi Ortale
- Mike Borkan
- Paul Zahner
- Shad Pipkin
- Skip Sethmann
- Thomas Niemisto
- Kevin Chaney

SPECIAL RECOGNITION

These members are always ready for spur of the moment tasks from taxiing planes between base and maintenance, delivering parts or helping out at Paine Field.

- Adam Tomlinson
- James Walker
- Gary Pipkin
- Mike Borkan
- Steve Kirsch
- Casey Johnson

Member Award



SPECIAL SERVICE AWARDS

These folks have taken on individual projects from keeping our databases in the planes updated, to repairing tiedown anchors, repairing ladders etc. There are so many issues that need constant care and repair. These folks are instrumental in backfilling much needed tasks we take for granted.

- Paul Ust
- Mark Gapanoff
- Kevin Cook
- Howard Wolvington
- Paul Zahner

DERDICK AWARD

The Derdick Award was awarded to **Curtis Jacobson** post mortem. Curtis was an outstanding BEFA CFI, ground instructor, Board member, and friend at large to all who knew him. He covered the gamut of aviation from helping in the office, purchasing coffee on his dime, to training

syllabus improvements and just there to help in every facet of BEFA's multifaceted needs.



Curtis was, beyond that as I mentioned, just one of the finest friends you could hope to have.



BEFA LIFETIME ACHIEVEMENT IN AVIATION

This is not an annual award or recognition, but **Bob Guthrie** has been a member and CFI here since 1971 in various Board positions, and Special Committees, as well as our "Dean" of Flight Instructors for many years. His skill and experience were best summed up by his actions during a forced landing of N36339 in a parking lot this past year, with little to no injury to he or his passenger. Bob, you are what exemplifies BEFA!

**From your Safety Officer,
Mike Sievers**

Developing Good Habits

The pulse of safe aviating is the repetitive process of doing things the same way every time. If you were to read through all of the procedures, techniques, and checklists of a virtual paper flight form A to B, and flew everything perfectly as written, you would realize that you achieved a perfect flight because it was done by the book. While actually executing an absolutely perfect flight may not be possible, it is a worthy goal just the same.

Aviation is a lifelong skill-building process and maybe it's just as well that we never quite arrive at that destination of perfection in aviation. Perfection leads to complacency, and complacency leads to a compromise of safety. Doing it the same way every flight is about avoiding complacency by way of avoiding assumptions.

One of the hard lessons learned early in professional aviation is to never assume anything. Never assume that the weather is going to stay the same as when you were briefed an hour ago. The more weather at your fingertips, the better. Take the synoptic approach to weather by blending all of the information from various sources into a cohesive whole.

Let the picture build a story from the start of your flight to its completion. Be ready for changes in the weather that may change the story, and lead to a new ending in your flight. Be flexible, and make sure your airplane has the necessary fuel to allow for this flexibility. This usually means carrying a little more than that planned in your preflight calculations, if the capacity is there. If your preflight planning shows that adding a little extra fuel for weather would require taking off at a higher-than-maximum gross takeoff weight, then perhaps you are compromising safety by attempting to fly non-stop to a destination that should have a mid-point.

In today's complex air traffic control environment with class B and C airspace requirements, not to mention TFRs, 30 minutes of fuel does not get you very far. It would be better to land with 1-hour of fuel on a day-VFR flight plan, even if it means making an intermediate fuel stop short of the final destination. This type of safety-oriented thinking will take you far in aviation.

The airplane preflight is another task that you should ensure is accomplished the same way each and every time you fly. Since time constraints can compromise aviation safety, give yourself plenty of time to do a thorough preflight at a relaxed pace. A rushed job here often leads to unwanted consequences down the line. Force yourself to move slowly, using a checklist and being careful. Concentrate on the little things as well as the big pieces of the airplane. It's the little pieces that go missing, or are missed on the preflight checklist, that cause trouble.

Adopting the above approaches and incorporating them into your flying habits will lead to an enjoyable and consistent way of piloting every flight in sync with the pulse of aviation safety.

BEFA FLIGHT HOURS

Total Flight Hours for December: 332.3

Decrease from previous month: ↓ 28.9 %

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.

- Angela Kantjas for repositioning planes to maintenance.
- James Williams for being the point man on sorting out and installing the new Castle and Cooke fuel cards for PAE planes.
- Fred Quarnstrom and participants for the BEFA Study Club program.
- Austin Watson for the new lines attached to the floatplane 758NF.
- Dave Stockwell for repairing the office roof flashing.

Grievances:

- 11/11/20 5344K: Gust lock not in all the way, fuel left on both, cover not put on plane for the night.

Please secure the ropes tight, and position chocks correctly for these windy days as follows:



- 11/21/20 97PD: Tow bar left on overnight.

December 2020	
Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00
C150	\$ 106.56
C172	\$ 126.55
C172SP	\$ 145.89
N7LX Float (HOBBS)	\$ 160.00
R172K XP Float	\$ 170.05
CC-18 (HOBBS)	\$ 170.00
C182Q	\$ 181.48
SR20 (HOBBS)	\$ 179.68
BE C24R (566)	\$ 193.84
C182RG (65C)	\$ 193.89
CT210	\$ 228.36

PILOT TAKEAWAY

A Brush with Hypoxia

by Scott Hunziker

I thought some of you might be interested in an experience that I had while flying to Denver, late this past October. The reason for the flight was unpleasant: my daughter's house had just burned down in the East Troublesome Fire in Granby, Colorado. (And what we did in the plane when I got there is perhaps another story worth telling.) But the flight itself was pleasant indeed. I was cruising VFR at 13,500', enjoying smooth air, a nice tailwind, and beautiful weather. I was passing through the northeastern corner of Utah, and I'd been at that altitude for several hours. I was breathing oxygen through a cannula. For extended flight at that altitude, of course, oxygen is required by (§91.211) regulation. I also know from experience (including altitude chamber training) that it's necessary for me for anything but a short exposure.

So I'm flying along having a great time, when it occurred to me that it was either too hot or too cold in the cockpit – yet I was having some trouble figuring out which it was. That didn't seem weird; I just started fiddling with the cabin heat and vent controls to see if one of those would make me feel better. Some time after that I noticed a lightheaded feeling that was vaguely familiar. It was at that point I first thought of hypoxia. I pulled out a pulse oximeter that I carry in my flight bag, but – wouldn't you know? – the batteries had leaked and it wasn't working.

After puzzling about this situation for another 12 minutes, it finally occurred to me to check the oxygen supply. Somehow, without realizing it, I had dislocated the cannula so that the oxygen wasn't actually flowing into my nose. I adjusted the cannula and my mental fog cleared immediately, and left me to contemplate how serious that had been. Maybe I would have eventually thought about descending, but I can tell you that at no time did I consider it.

How can you tell when you need oxygen? Some experts would answer "you can't", and I think that's not far from the truth. The most dangerous aspect of hypoxia is the insidious nature of its onset. Hypoxia affects the brain with a gradual loss of mental faculties and impairment of judgment and coordination, but these changes are so gradual that they can go unnoticed by the affected individual. One of the primary goals of altitude chamber training is to help you recognize your own symptoms of hypoxia, and I think that having been through that was hugely beneficial to me. That said, you'd be making a huge mistake if you were to come out of that training

with the idea that now you're inoculated against hypoxia because you can recognize its onset.

Our BEFA [Rules of Operation](#) require that you complete a High Altitude Checkride before operating above 14,000'. Federal regulations (§61.31) require high-altitude training and an endorsement, but it only applies to those flying pressurized aircraft. Still, in [AC 61-107B](#) the FAA states that "we highly recommend" high-altitude training for any pilot flying over 10,000'.

I haven't worked it all out yet, but I can tell you that some aspects of my high-altitude flying are going to change. Like maybe oximeter checks every 10 minutes on a timer. A preflight check of the oximeter. And a sticker on the oximeter that reads "Feeling hypoxic? Descend!"

The FAA offers [physiological training](#), free of charge, at their CAMI facility in Oklahoma City. There are mixed-gas hypoxia simulators available that are in some ways better and safer than hypobaric chambers. That Advisory Circular ([AC 61-107B](#)) mentioned above has some good information regarding hypoxia. And believe me, there are plenty of hypoxia videos on YouTube that span a range of entertainment and education.

Here's to some great flying, and hoping that euphoria you're feeling isn't due to a lack of oxygen.

Fair winds!



Warbirds Flyby for Veteran's Day Celebration

Editorial Comment: On Saturday, November 7th, BEFA hosted the Cascade Warbirds Association. They had a briefing in the hangar, and then headed to Auburn to do a flyby for the five-day Veteran's Day Celebration. It was awesome to see various Warbirds on our very own ramp.

Stan Kasprzyk headed the Warbirds flyby event. The following excerpts, taken from Stan's online flightlog at



By STAN KASPRZYK

<http://flightlog.seven-alpha.com/>, are for your reading enjoyment.

"The city of Auburn, WA has been hosting a Veteran's Day weekend celebration since 1965. In 2020, due to COVID restrictions, a planned parade was downsized to a Veterans Vehicle procession through downtown Auburn. Former F-105 Wild Weasel pilot Dan Barry had previously flown over the parade in his Aeronca L-3, and contacted me to try to coordinate more participation from local NorthWest warbird pilots."

"I was able to obtain ramp space in front of the Boeing Employees Flying Association (BEFA) hangar at the Renton airport. Even though we took a number of 'pre-combat losses' from our original potential list of 13 airplanes, 5 intrepid aviators made it to Renton, with 4 making it 'to the target' over Auburn."



Stan Kasprzyk briefing the team in the BEFA Hangar before the Warbirds head to Auburn. One of the participating pilots is a Blue Angel. Troy Larson and Wes McKechnie, standing in the back, are listening intently.

Photo by Dan Shoemaker

Warbirds on BEFA Ramp



Tanner Matheny's Navion 'Olivia'

Photo by Dan Shoemaker



Ryan Georgi's Luscombe 8E

Photo by Dan Shoemaker



Dave Desmon's Navion
with Ron 'Capt Mac' McElroy, Dave Desmon, Tanner Matheny and Ryan Georgi

Photo by Dan Shoemaker

Warbirds Flyby for Veteran's Day Celebration

Ryan Georgi and I launched as a weather ship in Ryan's 1946 Luscombe 8E. I had never flown a Luscombe previously, but always enjoy flying in any airplane that has sticks instead of yokes! The Luscombe has an inherent short takeoff and landing capability with its wing design, and with an 85-hp engine and no flaps, we still leaped off Renton's runway 16 in a few hundred feet. We cruised south among the pockets of low clouds, fog and rain, while I got a feel for the Luscombe's flight controls, noticing slightly heavier aileron forces than I had anticipated. The airplane is quite stable in pitch, and can be easily trimmed for hands-off flight. It's an honest airplane, with surprisingly good over-the-nose visibility for a tail dragger. The only real difference in the right seat is that there are no brakes on the right side, with heel brakes only on the left."

"Once Ryan and I found acceptable weather over Auburn, we raced back to rally the 5-ship. Just after run-up, Tanner Matheny and Damon 'Manpad' Kroes had to ground abort due to an imminent 'hot chocolate recycling drainage leak' from the two young co-pilots in the backseat, Dylan and Henry. Crisis averted, but too late to join the 4-ship. Tanner made a run to join the 4-ship, but had to turn for home due to WX."



The next generation, Dylan and Henry, checking out Tom and Marian Jensen's N3N.

photo by Tanner Mathery

"So, Dave Desmon's 4-ship evaporated to a single, and Dave smoked to the target solo, with smoke on, with Dan Shoemaker and Ron 'Capt Mac' McElroy in the cockpit. In trail was the only true close formation of the event, with Ryan getting his first experience as lead (with me in the right seat for guidance), and Dan Barry in his Aeronca L-3 stuck like glue on the left wing. You looked great, Col. Barry!"



Dan Barry in his Aeronca L-3 in close formation.

"In trail of the two-ship were Tom and Marian Jensen, who actually pushed it up and were able to join to a nice route formation right over the target! Kudos to Tom and Marian for braving the cold, rain and wind in their open cockpit N3N! They were awesome! I think Marian bent the throttle forward in the front cockpit for the extra speed! After our target runs, all involved separated for their home airports."



The Luscombe 8E cockpit, returning to Renton.



Ryan Georgi departing Renton to return to PAE after a successful flyby.

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	Instrument Ground School Not Offered at EvCC
Days:	Mondays & Wednesdays	
Course Number:	AVIA 102	
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!



Image by Pinterest

© Niam Galloway

Merry Christmas

Happy Holidays and warm wishes for the New Year!

from all of us at BEFA

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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