



840 W Perimeter Rd Renton, WA 98057

Office Phone: (425) 271-2332

befa.org

WELCOME ABOARD!

New Members	Share Class	Airport
Erez Benari	Guest I	RNT
Tushar Bhatia	Guest II	Both

CONGRATULATIONS!

Member	New Rating/Date	Instructor(s)
Blain Lawson	PVT / 2/24	Tomlinson

2021 CALENDAR OF EVENTS

March 2021						
Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
			17		19	
21	22	23	24	25	26	27
28	29	30	31			

- 14 Mar** Daylight Savings, Spring Forward
An extra hour of flying
- 15 & 16 Mar** RNT Airport Runway Closure
All Day
- 18 Mar** BEFA Board Meeting via Zoom
Thursday, 4 pm
- 20 Mar** BEFA Flying Study Club via Zoom
Saturday, 10 – 11:45 am
Host: Fred Quarnstrom
Speakers: Harlan Zentner & Fred Quarnstrom

BEFA BOARD MEETING

To All Members:

You are welcome to join this month's Board Zoom Meeting on **Thursday, March 18th at 4 PM.**

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

Join Membership Zoom Meeting

<https://zoom.us/j/92663175309?pwd=NWQ2L3ZaYW0xOXZnV1BHeEVkU0ZHZz09>

Log in:

Meeting ID: 926 6317 5309 Passcode: 778582

One tap mobile:

+12532158782,,92663175309#,,,,*778582# US (Tacoma)

**2021 Spring Quarter
Private Pilot Ground School**

Zoom Online Classes Start Soon!



Register now; Limited Class Size

<https://www.rtc.edu/registration>

<https://www.everettcc.edu/ccec/aerospace>

See newsletter pages 6 & 7 for details.



Airplane Emergency Kit

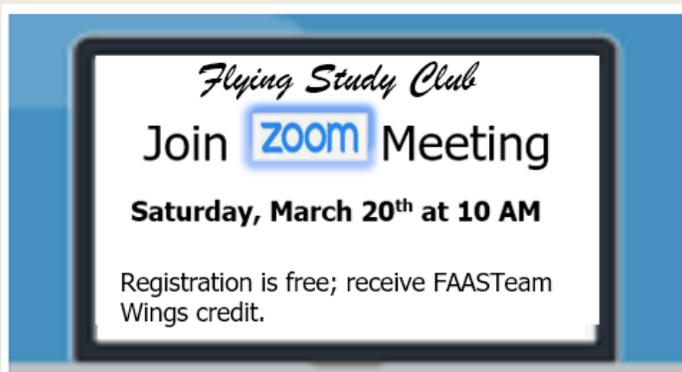
Presented by Harlan Zentner & Fred Quarnstrom,
BEFA Ground Instructors

The engine quits. You do a perfect landing into trees. The dust settles and you find yourself in the forest nowhere near a road. Your phone does not get a signal. Your radios do not work. There was a post-crash fire destroying everything in the baggage compartment. Due to weather, you are some distance from your planned flight path. It appears the wings and fuselage, what is left of them, will not be visible to searchers.

What do you have in your emergency kit to make your stay in the woods more comfortable? We will discuss what should be in your survival gear. Where it should be in the plane.



This is meant to be an interactive program. Bring your ideas, questions and feel free to share experiences.



To login, click here:

<https://us02web.zoom.us/j/5747359443?pwd=VIFUNFNdHBiMWdwdm8vb3RJVzFQQT09>

Meeting ID: 574 735 9443 Passcode: 818922

If you have questions, call Fred Quarnstrom at 206-313-0496, or email to fredq@comcast.net.

From your President,
Bob Ingersoll

BEFA Gold Floatplane Program

Last month I defined the BEFA GOLD FLOATPLANE PROGRAM in the February newsletter. We have now completed the documentation phase and will be updating the BEFA Rules of Operation to reflect the new GOLD baseline. The BEFA GOLD PROGRAM was presented and defined to the BEFA SES pilots on February 27, 2021 by Michelle Cowan, Mayaan Shalev, and Wayne Ciesieiski. The next phase is the flight review phase also described in last month's newsletter.

BEFA COVID-19 Mitigation Protocols

BEFA continues to be successful with our COVID mitigation protocols with no reported members or employees testing positive. All of our active members are to be commended. Remember those who are receiving the vaccine are required to hold off flying for 48 hours per the FAA.

From your Operations Officer,
Matt Smith

Rules of Operation Changes

First, let's take care of some business. The Board approved two changes to the Rules of Operation (ROP).

Section 18.1: Leave of Absence (LOA)

From: *"The monthly LOA dues commence on the first day of the month in which the leave is to begin."*

To: *"LOA status and dues commence on the first day of the month which is the latter of a.) the requested start month; or b.) the month following receipt of written notification."*

This was done to eliminate retroactive LOA which is difficult to implement within Flight Schedule Pro.

Section 15.6.1: Affiliate Members

Removed the sentence:

"In addition, a \$200 advance flying deposit is required, and a \$200 credit balance shall be maintained thereafter."

This was done because Affiliate Members already have to pay a membership fee; therefore, there was no reason to ask for a deposit. In addition, there is no way to enforce the credit balance, so the requirement was removed.

With that out of the way, on to my monthly random musings.

Keeping a Weather Eye Out

On any number of occasions, I have been at BEFA when weather systems were moving into the area, and Wes McKechnie was keeping watch like a mother hen waiting for all the airplanes to get back safely to their appropriate roost. The issue, which causes him frustration, is pilots heading out in the opposite direction from where the system is approaching (e.g., heading north when the system is coming from the south). When this happens, the weather can move in over the Renton or Paine airports, possibly stranding pilots at remote locations. This causes substantial logistical headaches with respect to getting pilots home and planes back to their starting locations, not to mention the safety issue of pilots taking risks to get back to their base airports. Wes' rule is that if you're going to head out VFR in that scenario, go towards the system and turn back as required.

I was reminded of this a couple of weeks ago when Mikel Moore and I headed out early one morning for a six-month checkride in the Cub. We knew weather was moving in from the southwest, so took off towards the front and made a bee line for one of our favorite grass fields on Vashon Island. We did a couple of landings there before the system forced us to begin the trek back to Renton. Along the way, we stopped at Auburn Municipal Airport for some engine-out practice. It was one of those rare days which, since it was early and the weather was forecast to deteriorate, nobody was in the pattern. Opportunities like that are not to be squandered.

We were able to tinker with just how early in the downwind we could pull the power and still get the airplane safely around for a landing. It wasn't long before the weather forced us to head back to Renton for a last set of landings prior to calling it a day. As we taxied in, a BEFA private pilot candidate headed out for a checkride. We had to laugh as we had accomplished what we wanted, and were pretty sure they would return shortly, thwarted from their task. Sure enough, before we could even get the airplane put away, they taxied in. The checkride awaits another day.

The point of this tale is that, despite a less than favorable weather forecast, with a little tactical planning you may be able to get in a nice flight, and still bring the airplane back to the fold without causing Wes any more heartburn than absolutely necessary. He'll appreciate your efforts.

We'll talk again next month. Until then, "operate" as if your life depends on it because you just never know.

**From your Safety Officer,
Mike Sievers**

Stall Strips

Some parts of an airplane are more interesting than others, while some parts are just plain difficult to figure out. Next time you are out on the ramp, take a look at the airplanes in the BEFA fleet and look closely at the leading edges of the wings, especially on high-performance models. You may find a long, narrow, triangular-shaped wedge attached to the leading edges. These are called "stall strips" and if you see them on your pre-flight check, it's good to know what they are so you don't ignore any damage that may be there.

The short explanation of why stall strips are there is to "force" an aerodynamic stall of the wing. This can cause quite a stir in some people because, in training, we were told that airplanes weren't supposed to stall; or more precisely, pilots aren't supposed to allow an airplane to stall except in or when performing aerobatics in a properly certified and equipped airplane. That raises the question of why an airplane manufacturer would attach devices to the wing leading edge that forces the wing to stall. The reason is for safety.

The most desirable stall pattern is one that begins at the wing root, close to the fuselage. If the wing root stalls before the outboard portion of the wing at high angles of attack, the ailerons remain effective and the pilot can maintain roll control. Also, turbulent air resulting from a stall in the wing root area will buffet the empennage and aft portion of the fuselage, giving the pilot an unmistakable warning that the wing is stalling and the nose needs to be lowered immediately.

If the aerodynamic stall begins at the wing tips and progresses inboard toward the wing root, the pilot likely will experience sudden wing drop with little or no warning buffet, no nose-down pitching moment, and no aileron effectiveness. This can result in an uncontrolled stall, continuing until sufficient airflow was again generated over the wing and control surfaces. This is dangerous if altitude runs out before the time needed to increase the airflow. Further, if conditions during such a stall were present, recovery could be compounded by a spiral or spin.

If the wing is going to stall, it should do so in the root area first. Stall strips help to make sure that this is the case. The length and location of the stall strips is determined through extensive testing by the manufacturer, and once the optimum configuration is set, the strips are permanently attached to the leading edge and are not to be removed. If you notice damage to the strips, or an indication that a strip is missing, cancel the flight and note this to maintenance. It's better than finding out what they do at the wrong moment in flight.

From your Treasurer,
Ann Galbraith

From your Operations Manager,
Wes McKechnie



BEFA Electronic Billing

Hello Everyone,

Thank you for your patience as we transition to an electronic billing system.

Check Your FSP Account Balance

Please check your FSP balance due and the list of transactions. Contact the BEFA office should you have any questions.

- When your account balance is shown as **red/negative** (e.g., **-\$672.34**), that means you owe BEFA.
- When your account balance is **blue** (e.g., **\$20.00**), that means you have a credit.

Payment Due Date

The payment due date is the 25th of every month to avoid a late charge. The USPS continues to have issues with speedy mail delivery, so please consider paying mid-month to ensure that your payment arrives at the BEFA office by the end of the month.

To summarize changes to your monthly statement:

1. **Email Contact Information:** Please continue to ensure that your email contact information in FSP is kept up to date.
2. **Access Account Balance via FSP:** Members will now see their "true" current account balance via FSP. The amount shown may differ from what's on your monthly statement because the FSP balance will include all activity occurring since the date of the statement, e.g., recent payments and invoices for new flights. To see your account activity details, from the FSP Home page, click on "Profile" and then "Transactions".
3. **Transition to Email Statements:** The mailed paper statements and BEFA's use of the FBO Manager software that's used to generate them ("FBO Manager") have been discontinued effective February 1, 2021. Therefore, FSP is now BEFA's sole member account system.
4. **Method of Payment:** Members may continue to pay their account balances by check, credit card, or cash as before. If a member pays by credit card, a 3% processing fee will be invoiced separately.

Members will also still be able to contact the BEFA office to process a credit card payment via telephone, and immediately pay the 3% fee.

Safe Flying, Ann

BEFA, Nonprofit Organization

From time to time, we receive inquiries about BEFA operating as a nonprofit organization. Specifically, we'd like to refresh the membership on our corporate structure and clarify our tax obligations. Does BEFA pay sales tax?

BEFA is registered under Internal Revenue Code section **501(c)4**. That means BEFA "is an organization whose membership is limited to person or persons in a particular municipality, and whose net earnings will be devoted exclusively to charitable, educational or recreational purposes."

BEFA is engaged in promoting "the common good and general welfare in the aviation community," and within Boeing as "continuing education, transportation, recreation, and job identification." BEFA's focus is on members developing flying skills with emphasis on safety, and for continuing education. As a nonprofit organization, BEFA is dedicated to training, and providing the aircraft for learning to fly as well as for maintaining flying skills. In addition, BEFA offers a number of services to the public as well as to members, such as ground school classes, flying study club, and the rental use of the Redbird simulator.

BEFA is funded by its membership shares and reimbursement of the cost of operating the aircraft. Members volunteer their time and skills to help keep cost down. BEFA uses its revenue for the purpose to operate and maintain a variety of airplanes.

BEFA's operation is led and directed by a BEFA Board of Directors comprised of six members elected by the membership. The Board are volunteers who guide the future of the organization without possessing direct financial ownership.

With regard to taxes, BEFA **does not pay a Federal Income Tax**. However, BEFA **does pay the state retail sales tax on all products and retail services**. The sales tax on aviation fuel may vary because it is dependent upon the location where an aircraft is fueled. "The 2021 Washington state sales tax rate is currently 6.5%. Depending on the local municipalities, the total tax rate can be as high as 10.4% In King County the total tax rate is 10.1%." [1]

BEFA also has an arm that is registered as a **501(c)3 charitable organization**, and created the **nonprofit Charitable Trust called BEFACT** for, as one example, pilot scholarships to high school students. To engage and empower the next generation of pilots, a tax-deductible contribution to BEFACT is always appreciated.

[1] <https://www.avalara.com/taxrates/en/state-rates/washington.html>

BEFA FLIGHT HOURS

Total Flight Hours for February: 206.4

Decrease from previous month ↓ 28.8%



"Joystick"

Some BEFA planes (tandem & single-seat: Citabria, Cirrus, Piper, Top Cub) have a joystick instead of a yoke. Do you know why the control stick for an airplane and for a gaming machine is called a joystick?

Answer:

"There is no confirmed origin for the word joystick. Some researchers feel its origins are the result of 'the exhilaration felt by an early pilot's journey into the air,' (a stick that makes you happy) while others believe it is named for a Missouri pilot and inventor, James Henry Joyce (the Joyce stick.'" [1]

"The first confirmed use of such a device was in 1908 by the French aviation pioneer Louis Bleriot in his Bleriot VIII experimental aircraft. The device used by Louis Bleriot was purely mechanical." [2]

[1] <https://www.engadget.com/2005/06/07/the-origins-of-the-joystick/>

[2] <https://www.liveelectronicsgroup.com/news-blog/the-joystick-a-feeling-of-exhilaration-or-named-after-james-henry-joyce/>

AIRCRAFT RATES

March 2021

Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00
Cessna 150	\$ 105.78
Cessna 172	\$ 125.44
Cessna 172SP	\$ 144.59
Piper Float N7LX (HOBBS)	\$ 160.00
Cessna R172K XP Float	\$ 168.88
CubCrafters-18 (HOBBS)	\$ 170.00
Cessna 182Q	\$ 179.46
Cirrus SR20 (HOBBS)	\$ 170.24
Beech Sierra C24R	\$ 192.28
Cessna 182RG	\$ 192.05
Cessna T210	\$ 225.93

VFR Charts Now Updated Every 56 Days

As of February 25, 2021, "all Sectional Aeronautical, VFR Terminal Area (TAC), VFR Flyway Planning, VFR Aeronautical, and Helicopter Route Charts will be updated and continue to be updated every 56 days." Consequently, pilots should check the effective dates of their charts they use for VFR flying.

"The change will result in a reduction in chart-related notams since new information will be added more quickly than the prior publication cycles of 168 days to two years."

Sources: Aviation eBrief 2/23/2021 & aopa.org 2/17/2021



Aviation Ground School - Private Pilot (6 CEUs)

- Prepare for beginning private pilot flight lessons
- Study aerodynamics, weather, navigation, airport and airspace operations, communications, and FAA regulations
- Endorsement provided to take FAA written exam upon successful completion
- \$490 (includes all supplies)

*FREE Information Session
March 17, 2021*

For more information call
Oscar Naimi (425) 280-4618

Classes Start: 3/23- 5/27
Tuesdays & Thursdays
9:00 a.m.-12:00 p.m.
4:00 p.m. - 7:00 p.m.

Register Today!

Call 425-267-0150
or email learn@everettcc.edu

EverettCC.edu/CCEC

NOTE: classes will be held online (ZOOM)



Everett Community College is a Boeing approved preferred provider school

Everett Community College does not discriminate based on, but not limited to, race, color, national origin, citizenship, ethnicity, language, culture, age, sex, gender identity or expression, sexual orientation, pregnancy or parental status, marital status, actual or perceived disability, use of service animal, economic status, military or veteran status, spirituality or religion, or genetic information.

Boeing Employees Flying Association
Renton, WA

Corporate & Continuing
Education Center Expect
Excellence

Learn to Fly with BEFA!

Morning and evening classes

Visit www.befa.org



Aviation Ground School - Private Pilot - 2021

- Topics include: aerodynamics, weather, navigation, airport and airspace operations, communications, and FAA regulations
- This 60-hour course offers training to help pass the required FAA written exam
- Endorsement provided to take FAA written exam upon successful completion
- \$599 (includes all supplies)

Classes: April 6-Jun 10
Tuesdays and Thursdays

10:00 AM-1:00 PM
or
5:00 PM-8:00 PM

Class Location:
Via Zoom Online Classes

Register with RTC Today!

Call (425) 235-2352 ext. 5528

Renton Technical College



BEFA



RTC

Renton Technical College is a Boeing approved preferred provider school

Renton Technical College does not discriminate based on, but not limited to, race, color, national origin, citizenship, ethnicity, language, culture, age, sex, gender identity or expression, sexual orientation, pregnancy or parental status, marital status, actual or perceived disability, use of service animal, economic status, military or veteran status, spirituality or religion, or genetic information.

Paine Field



RTN BEFA Ramp at noon



February 13, 2021 is snowiest Seattle day in 52 years!

"Not only was Saturday's snow the most in 52 years, it also tied for the sixth-largest one-day total ever observed in the history of Sea-Tac Airport, where record-keeping began in 1945."

Source: <http://www.seattleweatherblog.com/>

Renton Municipal Airport



RTN BEFA Ramp at 4 pm



BEFA Pilots Volunteer to Airlift PPE from Arlington, WA to remote Washington tribes.



"Long, but rewarding day of flying. Largest PPE tribal airlift in the history of Washington State. Delivered much needed PPE and supplies to key Indian Tribes in the PNW. Sekiu was our route. They were glad to see us!"

BEFA Facebook post 1/30/21 by Ghazi Masood



Steve and Tyler "made it to KALW".

BEFA Facebook post 1/30/21 by Steve Kirsch



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	Matt Smith
Safety Officer	Mike Sievers
Treasurer	Ann Galbraith
Secretary	Aaron Balog

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, Matt Smith
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