



840 W Perimeter Rd Renton, WA 98057

Office Phone: (425) 271-2332

befa.org

WELCOME ABOARD!

New Members	Share Class	Airport
Mahesh Bhide	Participating I	RNT
Oleksiy Buynytsky	Guest I	RNT
Madeleine Edbom	Participating I	RNT
Aaron Green	Participating I	RNT
David Muscalus	Participating II	RNT
Oren Peterson	Guest III	RNT
Jeff Peugh	Guest II	RNT
Priscilla Prior	Guest I	RNT
Erick Tijerino	Guest III	RNT
Tihomir Todorov	Guest II	RNT
Jason Wilbur	Guest III	RNT

CONGRATULATIONS!

Member	New Rating/Date	Instructor(s)
Ray Rezab	PVT 3/27/2021	Balog

Member	1st Solo Flight	Instructor
Neal Toomey	3/12/2021	Tomlinson
Herbert Johnston	3/25/2021	Borkan

2021 CALENDAR OF EVENTS

April 2021						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	
18	19	20	21		23	24
25	26	27	28	29	30	

17 Apr **BEFA Flying Study Club via Zoom**
 Saturday, 10 – 11:30 am
 Host: Fred Quarnstrom
 Speaker: Christopher Bahlman, RNT Tower Mgr.

22 Apr **BEFA Board Meeting via Zoom**
 Thursday, 4 pm

Notice of Upcoming BEFA Board Meeting

Thursday, April 22, 2021 at 4 PM



To All Members:

You are welcome to join this month's Board Zoom Meeting.

Join Zoom Meeting

<https://zoom.us/j/98724367910?pwd=WUF6VXR6akhXU0F3bzExbTR3V1NoUT09>

Meeting ID: 987 2436 7910 Passcode: 127124

One tap mobile

+12532158782,,98724367910#,,,,*127124# US

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



Renton Airport Construction Advisory

Renton Airport will have a construction team installing a new Sewer Lift Station. The affected area will be the **North** Entrance of the Renton Airport and a portion of the W. Perimeter Road, and impacting the traffic flow to **Gate V-2**, just north of the BEFA facility.

Work will begin on **April 5, 2021**, and is estimated to continue through **April 30, 2021**, from **0700 - 1500 PDT**. Expect to see Flagger directing traffic, operations of loaders, excavators, and trucks.

**KRNT ATC/Airspace Familiarization Brief**

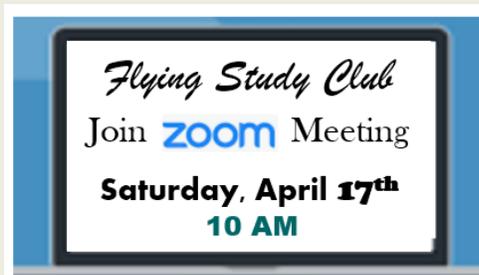
by Christopher Bahlman
S-CTR (FAA) KRNT Tower Manager



“Airport Traffic Control Towers provide for a safe, orderly, and expeditious flow of traffic in the vicinity of an airport.”

What you should know and do when flying in to, or out of KRNT. The following points will be discussed:

- Air Traffic Control Overview (What we do, who we are, etc.)
- Airspace around KRNT (Common reporting points, Class D/B procedures)
- Renton Pilot Information Pamphlet Review (Voluntary noise abatement procedures, W36 operations)
- Standard Phraseology Overview (What you might hear, what you should say, radio etiquette)
- Special Operations around RNT (Sky Signs, Boeing First Flights, Helicopters)



To login, click here:

<https://us02web.zoom.us/j/5747359443?pwd=VIFUNFN MdHBiMwdwdm8vb3RJVzFQQT09>

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

Time to Dust Off Your Wings!

Spring is here! It's time to get back in the sky. COVID-19 stats are heading in the right direction. The best way to get the rust off is spend some time in the air with your CFI. That means set some goals for yourself. Maybe work on a new rating, get checked out in a new aircraft type, or spend some time in the Redbird. How about attending a BEFA Ground School or supporting the BEFA Crew?

The best thing we can do to stay sharp is to fly often. This means honing our flying skills. However, that doesn't mean getting complacent. Everyone knows those three landings every 90 days at RNT/PAE aren't enough to keep us proficient. We alone are responsible for the choice to train or not, and we live with the results of those choices.

Part of getting the dust off your wings is reviewing the BEFA Rules of Operation. Rev E has just been released and updates several BEFA rules including a complete re-write of our floatplane operation rules.

We all fly to feed a passion. Make sure you're prepared for whatever challenge your next flight presents you because we're our own best bet in the airplane. With experience, practice, and more knowledge, we will be better pilots.

From your Operations Officer, Matt Smith

New addition to the BEFA Fleet – Super D

First, let's take care of some business. The Board approved a set of changes to the Rules of Operation (ROP) associated with the BEFA Gold Floatplane Program. They are more numerous than is desirable to put in the newsletter, and are described in the current release of the ROP on the BEFA website (Documents & Forms / BEFA Documents & Procedures). Look in the "Revisions Change Summary" section of the current manual (Rev E) on page four.

As I write this article, we're crossing the t's and dotting the i's on the paperwork to purchase an American Champion Super Decathlon (8KCAB - N93WE). It's the airplane which was in the Renton hangar late last year. There are still a couple of installation items to take care of (ADSB-out, and new ELT) before we can put it on line, but we should have it ready for the prime flying season. This will be a nice addition to the BEFA fleet.

I had a very personal connection to the Citabria (N36339) the Super D replaces, having been part of the crew which re-built it in 2000. I also led the team which installed the aluminum spar wings several years later. I spent many a happy hour flying and teaching aerobatics in the airplane. It was a wonderful teaching platform, but had several idiosyncrasies which could reach up and slap the inattentive pilot.

First, it had a fixed pitch prop. The throttle had to be retarded any time the nose pointed towards the ground or the result could be an engine overspeed. The pilot could scarcely allow themselves to take their hand off the throttle while doing aerobatics. Second, it had a 160 HP engine and a VNE of 160, which limited the energy for vertical maneuvers. Lastly, it had negative-G limit of minus-two which severely constrained any "push" maneuver. These limitations are what ultimately caused the Citabria (7KCAB) to fall out of favor in the aerobatic community.

The Super D removes most of those limitations, making it one of the most popular aerobatic (and unusual attitude) teaching platforms.

- It has a constant speed prop, meaning the pilot really only has to pull the power on spin recovery.
- Second, it has a 180 HP engine with a VNE of 200 MPH, giving it substantially more energy for vertical maneuvers.
- Lastly, it can sustain negative-five G's. Whether the pilot can sustain that is another matter. Conceptually, it can do an outside loop.
- In addition, it has symmetric airfoils on the wing making it easier to roll, and much better behaved in inverted flight. It's not in the same class as a Pitts, or an Extra, but it should be lots of fun.

There are limitations, in particular weight. The airplane will have a useful load of approximately 500 pounds (Normal and Utility), roughly equivalent to the Citabria. We've already put it on a diet to try to maximize the useful load. There's not much we can do for the Utility category, but by putting aluminum gear on the airplane late this year, we can add in the neighborhood of 150 pounds to the Normal category, significantly expanding the set of pilots who can work on their tailwheel rating.

We do not have an hourly rate set for the airplane yet. We'll announce it once we've worked through the details. It's taken us longer than anticipated to put the

Citabria replacement on line, but it should be well worth the wait.

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

Emergency Procedures

Under normal flying conditions, a mental error or two won't necessarily bring about an incident or accident. Once a mistake is made, pilots have other lines of defense, including their pilot skills which, presumably, have been tested or reviewed on occasion. However, if piloting skill in performing an emergency technique is rusty or lacking, the deficiency may remain hidden until such time that it needs to be utilized, requiring you to cope with that type of emergency.

If you have had to perform a go-around recently, either due to events or during a checkride, consider yourself lucky. Many pilots, once on their own, don't revisit this training maneuver very often. With routine flying, quick and accurate responses to adversity decay. Pattern practice that is taken advantage of is usually used to perfect the landing; not to pass one up for a practice go-around. Pilots who can fly a good instrument approach or land in a strong crosswind, can become startled and fumble with procedures when the need to execute an emergency go-around crops up on short notice.

As an example, on March 5, 1992, a Piper Arrow was being sequenced for arrival into the airport at Bangor Maine. There was other traffic inbound and the pilot had been advised to expect a delay. While maneuvering a few miles south of the airport, the pilot spotted a 2,000-foot private grass strip. The pilot asked if the strip was available and was advised that it was. He discontinued his arrival into Bangor to land at the small strip. As he touched down, he realized that there were ice patches on the runway and elected to go-around. The pilot raised the flaps to the full-up position and applied take-off power. Shortly past the departure end of the runway, the airplane struck a tree and fell to the ground, sliding into a garage and a parked car.

One problem with an abrupt change of plans is the time constriction placed upon the pilot. So, the need to be proficient in emergency techniques you may need become all the more important. The go-around or balked landing is something can be practiced virtually at will, and has a higher probability of being required on any flight. Some POHs are not always very detailed on go-around procedures to be used. However, two things are a given: Power must be added first to transition to the climb, and an abrupt retraction of fully deflected flaps (the most common go-around error) may cause the airplane to settle back to the ground, or just stay near the ground until it is too late to clear any obstacles at the end of the runway.

The NTSB does not address the training experienced by the pilot above. Hopefully, during reading of the above accident, you picked up on the error quickly. But whether you did or not, resolve to review the emergency procedures for the airplanes you are checked out for now, and practice it under safe conditions - either solo or in the company of a flight instructor, at the next opportunity.

From your Operations Manager, Wes McKechnie

FAR Sec. 91.103 Preflight Action

BASICALLY, KNOW AS MUCH AS YOU CAN ABOUT YOUR FLIGHT BEFORE "CAUSING IT TO OPERATE"...

We have concerns about the frequency of duplicate squawks being written in FSP. This is happening with more regularity. When we see this, it tells us that the squawks are possibly not being checked prior to flight, and perhaps Airworthiness Directives, as required by CFR 91.103, (and common pilot sense!). At times, it's not pulling the page down on the phone mobile app, (agree, this app is not the best), to reveal all of them. This is something that using your PC regularly, then transitioning to the mobile app promotes.

How do you know if you are flying a plane that is adequate for the flight desired? We always have to be on guard to avoid the "SUV" mentality from pervading our discipline as pilots – hop in and go. It's a constant battle we all are engaged in. Please check your squawks, and AD's prior to flight, and receive a weather brief as well for any flight outside of the pattern, as required. This is baseline professionalism. Thanks!

Autopilot Reminder

Remember, when checking the ailerons during flight control preflight, you will note a small vibration or rumbling. This is normal, and is caused by the autopilot servo located in the right wing.

Flight Schedule Pro Booking with Destination

A reminder to please jot your destination and/or route when booking your flight in FSP. Drag the screen down and it will if it's just a local flight, put in a general area or airport you're planning on going to. You do not necessarily have to adhere to the route, but we would like a general idea of where the plane is going. If you need help, please see the Staff.

Splitting Time in FSP

Now that our billing is electronic, it is important to enter flight time in Flight Schedule Pro correctly to the appropriate pilot when splitting time. Otherwise, one pilot may incur the total charge.

- To log the split in time in FSP, two separate reservations need to be created, one for each pilot. This may be accomplished either when the reservations are initially entered into FSP, or upon completion of the flight by adding the second reservation.
- The reservations need to be checked in chronologically. FSP doesn't do well with going back in time for checking in/out aircraft.

'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.

- Kevin Cook for fixing downspouts and general facility help
- Shad Pipkin (CFI) for plane repositioning and other help
- Adam Tomlinson (CFI) and Mike Borkan (CFI) for shuttling planes to and from maintenance
- Adam Tomlinson (CFI) for replenishing oil cabinet
- Larry Little for repositioning planes
- Doug Weller, (CFI) for moving the SR22 and checking the tug out
- Bob Guthrie for repositioning planes
- Charlie Mallory (CFI) for updating the databases
- Kevin Cook for replacing light bars in briefing room
- John and Marcia Vian for donating coffee pods to BEFA

BEFA Pilots Noted for their Volunteer Flights in Support of Tribal Relief

The State of Washington and Washington Tribal Communities would like to thank the BEFA pilots for their contribution for delivering PPE supplies to rural communities.

BEFA members who participated were:

Al Sipe
Doug Weller
Ghazi Masood
Steve Kirsch
Matt Gilbert

Grievance

78440 - Master switch was left on draining battery.

BEFA Spring Work Projects

We are looking for member "Project Managers" to ramrod a couple of tasks, with the help of other BEFA volunteers for the following:

- Repair/repaint the breezeway on the north side of the building.
- Paint the porch, stairs and deck with blue paint.
- Repair/reattach the gutters on the office module.
- Box in with sheetrock, tape & mud some exposed plumbing lines.

Please see the Staff if you can head these up.

AIRCRAFT RATES

April 2021	
Aircraft	Hourly Rate
Cessna 150	\$ 108.54
Cessna 172	\$ 129.35
Cessna 172SP	\$ 149.19
CubCrafters-18 (HOBBS)	\$ 170.00
Cessna 182Q	\$ 186.59
Cessna 182RG	\$ 198.54
Beech Sierra C24R	\$ 197.80
Cirrus SR20 (HOBBS)	\$ 174.84
Cirrus SR22 (HOBBS)	\$ 275.00
Cessna T210	\$ 234.53
Piper Float N7LX (HOBBS)	\$ 160.00
Cessna R172K XP Float	\$ 173.02
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00

BEFA FLIGHT HOURS

Total Flight Hours for March: 446.6

Increase from previous month ↑ 87.8%



Why Does Aviation Use Nautical Miles?

Simple Flying, March 22, 2021

By Linnea Ahlgren

“As the term ‘nautical’ would imply, the usage is a crossover from seafaring navigation. The NM is based on the circumference of the Earth. For a weekend cruise on a sailboat or a short European domestic hop, the fact that we live on a sphere hurtling through space and wobbling around its own axis is not of great importance. Meanwhile, when traveling long great circle distances, you want to use a unit that is directly related to latitude and longitude.

Historically, one nautical mile (NM) was defined as one minute arc of latitude along any line of longitude. One latitude arc is, in turn, divided into 60 minutes, so one NM equals 1/60 of a latitudinal degree. However, at the First International Extraordinary Hydrographic Conference in Monaco, in 1929, the international nautical mile was set to exactly 1,852 meters or 1.151 miles.”



FAA Designated Flight Examiner, Howard Wolvington, gives a thumbs up. Ray Rezab achieved his Private Pilot license on 3/27/2021.



Herb Johnston and his CFI Mike Borkan grin ear to ear upon the successful completion of Herb's 1st solo flight on 3/25/2021.

BEFA COVID-19 Update No. 3

March 22, 2021



Dr. Martin Makela

Continued COVID thoughts from the BEFA Flight Surgeon

We may be on final approach, but we do not yet have the runway made. It's been a long flight, with some inflight delays and course corrections, but we have safely piloted our craft to Lake Youngs for the arrival. Remember the goal is a safe landing and taxi.

We have been able to continue flying through the pandemic and have had no COVID cases within BEFA. Our benefits of continued flying have easily outweighed the increase in effort we have had to endure to do so. In time, we will be able to return to normal operations, have an in-person crab feed and sit around the hangar and tell lies about our last flights. I look forward to that day and will stay safe and protected, and wait patiently until it occurs. The Board, Wes and I are in close communication and reevaluate our processes monthly. We will liberalize the restrictions as soon as it is safe to do so. We are always interested in your thoughts and recommendations. Remember, we would all suffer if the club had to close due to an exposure.

With the movement to Phase III of the State opening, many have asked me about changes to the BEFA COVID policies. My recommendations to the Board are as follows:

- 1) No changes to masking and sanitation policies within the building. Wear a mask at all times when in the building, sanitize anything you touch before and after using it, minimize the number of people in the facility and no hangar flying. Call out those members who may have forgotten.
- 2) Vaccines should not change point one yet. There are not enough members vaccinated to make a change.
- 3) Face-to-face briefs/teaching and high touch aircraft surfaces remain our highest risk activities;

therefore, brief outside or at a distance and wipe down surfaces in the plane. Gloves for preflight are a great choice.

- 4) When in the aircraft, if all occupants are vaccinated, it is reasonable to consider this to be a safe environment and no masks need be utilized. Positive airflow, e.g., vents on, further decreases risk. All occupants should be involved in the discussion of risk.

Considerations for above:

- ❖ Prevalence of the disease is markedly decreased in Seattle metro area, but the highest rates are in SOUTH KING COUNTY.
- ❖ With increased community activity, such as sporting events, there will be increased disease and increased likelihood of a community exposure to a BEFA member.
- ❖ Seventy-five percent of disease is transmitted by people under 50 years old, often before they know they are sick. Most severe disease occurs in patients over 75 and with co-morbidities, but deaths have occurred in all age groups.
- ❖ Vaccines will continue to decrease the amount of disease and increase safety; however, the information on new variants is still evolving, so we do not yet know what the effect will be. Some are more contagious, more lethal and may become resistant.
- ❖ Only about 10% of the population has received the vaccine at this point.
- ❖ There is always the possibility of another surge. We have consistently underestimated this virus.

Safe Flying! Doc Makela

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

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Billing or Payment Support: accounting@befa.org

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