

WELCOME ABOARD!

New Members	Share Class	Airport
Hassan Ajwad Abbas	Guest I	Both
Michael Bacon	Participating II	RNT
Brock Blahous	Guest II	PAE
Yahye Dineh	Guest II	Both
Don Gray	Participating III	RNT
Cale Hoopes	Family III	Both
Zoe Lariviere	Guest I	RNT
Laurence Melloul	Guest I	RNT
Roland Olivier	Participating I	PAE
Tim Vahey	Family II	PAE
Kai Wang	Guest III	RNT
Benjamin West	Participating I	RNT

CONGRATULATIONS!

Member	New Rating / Date	Instructor
Peter Ehinger	PVT 6/09/2021	Moore
Aaron Balog	ATP 6/11/2021	Kirsch
Uzair Ahmed	PVT 6/20/2021	Gaubatz

2021 CALENDAR OF EVENTS

July 2021						
Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	
11	12	13	14		16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

- 10** Annual Bath & BBQ
July Saturday, RNT, commencing at 9 AM
- 15** BEFA Board Meeting at Renton Facility
July Thursday, 4 pm

Crew Night Announcement

Open to all members!

No sign up

No COVID restrictions for BEFA buildings, aircraft, members

Thursdays
4 to 7 pm in Renton Hangar

Save the Date

July 10th



Annual Bath & BBQ



Details to follow on the next page.

**From your President,
Bob Ingersoll**

The BEFA Board met June 17th and for the first time in over a year we met face-to-face. Sometimes little things become big things.

The first half of 2021 has passed and way too quickly. Thanks again to our membership and staff and their diligence in following our COVID protocols, we have endured the COVID threat to our operations. To celebrate, we are planning a BBQ/plane wash so those of you who are looking forward to get together will have a great opportunity. More on this to come.

We have also endured record heat, UGH. What a great opportunity to see the effects of density altitude. We've also had to take a timeout for closed runways at RNT. Our fleet is down three aircraft. Recovery from these incidents is complicated by the fact the NTSB and FAA are still not operating at full capacity due to COVID. It has been very challenging to get the necessary engine tests completed so they can complete their incident reports. I'm hopeful that by this time next month we will have two of the three aircraft back on line.

In spite of all these challenges our flying hours are about where they typically should be at mid-year.

Our membership continues to be steady and our finances are as planned for mid-year.

I think the second half of 2021 will be an exciting and positive time for BEFA as we get back to a full fleet and our building plans continue to materialize.

Safe Flying and Stay Cool!

**From your Vice President,
Kevin Chaney**

Annual Bath & BBQ

Happy Summer Everyone,

It has been over a year since we have been able to get together and enjoy BEFA traditions due to the COVID-19 restrictions. Now that the state has reopened and the mask mandates have been lifted, we are finally able to get things rolling again at BEFA, starting with the Annual Bath and BBQ. Yep, it's that time of the year when we try and recruit members, significant others, and families to come and have some fun in the sun washing and dusting the BEFA fleet, enjoying everyone's company along with eating some good food provided by BEFA.

Bring your kids too as they do a great job cleaning the airplane interiors.

DATE: July 10th

TIME: 9 AM until the entire BEFA fleet looks shiny again

LOCATION: Renton Hangar

LUNCH: Steak, hamburgers, and hot dogs

I am extending an invitation to the Paine Field crew to come on down with a plane, and join in the fun.

Hope to see you all there!

Photos, Photos, Photos

With the warm sunny weather, more members are flying. Where have you flown lately? Please submit pics of the great places you have flown so that we may share your fun flying adventures in upcoming newsletters.

Back to Normal

Now that we are getting back to how we used to be at BEFA, more fun and exciting things will be announced in future newsletters. Be on the lookout!

**From your Operations Officer,
Matt Smith**

Returning to Normal

Things are slowly returning to normal. Last year, all the aerobatic competitions, regional, national, and worlds were cancelled. I just returned from a regional (Ephrata) competition. The attendance was low, partially because the Canadians still can't get across the border, but it was nice to get together with friends to fly, and talk about all things airplanes and aerobatics. Along those lines, within BEFA, we've begun to talk about some of the events which develop camaraderie among the membership. With that in mind the Bath and Barbecue will occur Saturday, July 10. Come out and help us wash the remnants of 2020 off the airplanes to announce a new start.

From an operational standpoint, as we move out from under the Covid-19 mandates, be sensitive to different people's emergence from over a year of wearing masks. First, not everybody has been vaccinated. We ask that they continue to wear masks. Second, some people will be slower to remove the masks than others. For instance, an acquaintance of mine is a lead wine maker at one of Washington's top winery's. Someone like that cannot afford to lose their sense of smell or taste, therefore will tend to be

much more conservative than someone who's livelihood doesn't depend on those senses. When you're carrying passengers, have a conversation before taking off to understand how best to conduct the flight. This is part of your job as PIC.



June 28th was not a typical Monday!

It was 109°F outside at RNT BEFA around 5 pm.

Extreme Heat

Lastly, we just came through a period of extreme temperatures. The operations and maintenance staff have begun to have conversations to decide whether to suspend operations during these times. There are some issues to deal with such as how to define "extreme temperatures", so we haven't set any rules yet. That said, use a little common sense. I would recommend you don't fly if the temperature wanders north of 100 degrees F. The engines of the airplanes are air cooled, and it's abusive to them when they get too hot. We tend to not fly when it gets too cold. The same goes for when it gets too hot. We sent out a "to do" list with operational instructions for high temperature operations. Please read the list and take the guidance into consideration.

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,
Pete Seidel**

Ground Handling Incident

I'd like to introduce myself to most of you as the interim safety officer. As this newfound duty came to me somewhat abruptly, this month's safety briefing will be fairly short & sweet. In the couple of weeks while in the role, BEFA has had a ground handling incident with one of our C-172 aircraft.

This reminds me of the feeling I get sometimes while pushing planes back in their parking spots. I find myself focused on getting the plane centered on the yellow stripe, and sometimes complacent on checking to see if the wings are clear, or if the tail will be clear while I push

the main tires to the chocks. I can tell you that from all my time in the USAF, the tight clearances we are used to here on the ramp would not have gone over well at all in the military. Granted, the cost (both financially and to mission availability) was higher on the military side, replacing wingtips or rudders will make a bigger dent in our personal finances than the military budget.

Regardless, we operate in some tight confines both here on the BEFA ramp and elsewhere around the airport. Following the yellow line while backing a plane into its parking spot will only guarantee wingtip clearance if the airplanes to the side are on their lines. When was the last time you checked that prior to pushing the plane back? What about that tail? What's to guarantee the wheel chocks are in the correct place to stop the tail from hitting that barrier holding the rope up out in front of the hangar?

One of our little sayings in military aviation while conducting a crew briefing was, **"if it looks dumb, different or dangerous, say something"**. As obvious as this may sound, the reality is that this part of the brief has probably saved lives, if not countless sheet metal over the decades. It is easy to remember; therefore, more likely to be recalled in dynamic situations. I would really hope the "dumb" or "dangerous" aspects of this would be obvious to the BEFA population, but what about "different". When we get into routines, we get comfortable with what we're doing.

What about when we do something we don't typically do on a normal basis? For example, taxiing the airplane to a self-service fueling station. For those of us with more cross-country time, traveling to airports with only self-service facilities we may be accustomed to it, but there are many here at BEFA who just don't have the "outside the BEFA box" experience. This is where you should remind yourself of the "different" aspect of that saying. **Slow down, stop. Look around and assess every angle of what you're trying to do before you move the airplane.** Exercise that single-pilot CRM, ask for help if there is someone there with you. The last thing you (or anyone else) wants is to ruin a nice flying experience by merging two bits of material that aren't supposed to touch each other.



Ground handling incident at a self-service fueling station.

From your Secretary,
Aaron Balog

Boeing Flight Training Benefits

The Boeing Company has some great benefits for flight training but Boeing employees need to be aware of them to be able to utilize them.

Learning Together Program (LTP) offers a \$500 dollar incentive for a student pilot's first solo flight, and an additional \$1,000 dollars upon receipt of a private pilot's license. LTP will also pay for ground school that is offered through a regionally or nationally accredited institution. You must request the flight incentive within one year, and the ground school requires you to apply for a voucher before the start of the course.

IAM/Boeing Joint Programs (JP) will pay for up to \$3,000 a year in flight instructor fees, required course materials, and testing fees. This benefit can also be utilized for advanced training such as an instrument rating, high performance, or tail wheel. They will not pay for aircraft rental fees, membership fees, or flight supplies (headsets).

All Boeing employees can utilize the LTP benefit but the Joint Programs benefit is only available to IAM 751 members. BEFA now has an itemized receipt template that can be provided to you and your CFI to submit for reimbursement if you are an IAM member.

Not many companies offer such a unique benefit that covers a portion of the costs for learning to fly. Please help spread the word so that Boeing employees are not missing out on a benefit they are entitled to.

New Rating



Uzair Ahmed proudly shows his Private Pilot Certificate.

From your Operations Manager,
Wes McKechnie

COVID-19 UPDATE From the BEFA Flight Surgeon

Effective 1 July 2021:

There are no further COVID restrictions for BEFA buildings, aircraft, members or guests.

As always, however, members and guests should not enter the building if they have any signs of illness, such as fever or cough.

Recommendations on transmissible diseases in general:

- Frequent hand sanitization remains our best deterrent to transmission of disease.
- Any member may wear a mask for their own protection. There is no way of knowing who may be able to transmit a viral respiratory disease.
- Close, face-to-face contact, such as preflight briefs, remains our highest risk for transmission of disease. Consider discussing preference for masks prior to briefing in a closed room.
- Common contact surfaces, such as computer terminals, whiteboard markers, and doorhandles are also sources of transmission. Consider extra hand hygiene after using these items.

Thank you for your support and assistance through the months of the pandemic. We were able to continue to fly and no one became ill from a BEFA exposure. That to me marks a successful flight.

Doc Makela

Summer Flying Operations

We are accustomed to the best procedures for winter flight operations, and rarely consider the other extreme of summer heat and best procedures for operations in it. We'll touch a bit on this as we are ramping up into the extreme temperatures of a much hotter than normal summer. A stretch of heat will affect both plane and pilots. Diligence is required. The main considerations are:

Tips:

- **Check density altitude and do the calculations, and ADD a "fudge factor"!** Even the best of pilots have been killed by being casual about not refreshing their aircraft performance expectations, particularly those who primarily fly in low elevation and predominantly moderate to cooler climates.
- Pick **airports with longer runway lengths** and minimal obstacles.
- **Remember to calculate runway lengths and performance ON LANDINGS** too. This is always a shocker to those who forget the heat/density altitude can get you on the landings too. Spring-load you head for a go around. If everything looks nominal, then precede to land.

Techniques:

 **Sweep your engine temps** with more frequency while flying, and act accordingly. This isn't your SUV!

 Keep the engine reasonably cool. **Use your cowl flaps if you need them.** It's OK in hot weather to fly with them open all the time. I've seen pilots on checkrides in summer just routly, (is that a word, lol), close the cowl flaps without checking if the engine temperature indicates it. In hot weather you may fly all day with the cowl flaps open.

 Remember, you have fuel control (the mixture knob) to moderate your temperatures too, **the richer mixture means a cooling effect as the unburned fuel will absorb the heat and carry it out the engine via exhaust.** Use this tool. But remember, that comes at the expense of engine performance and clearing the obstacles at the end of the runway, or on a go around. As PIC, you have to balance this out. That's where doing an early morning departure helps moderate the decision.

 **Leaning" the mixture in cruise is now very important to get the planned performance,** (fuel burn, speed etc.). **Do not over-lean,** you may have a cylinder crack on you ruining your flight.

 For **ground operations** on the ramp, on excessively hot days, **leave the cowl flaps open, and the oil door up and open** to let the heat escape the engine compartment while preflighting. But, be careful of the winds or possible prop or jet blasts. This will facilitate in preventing vapor lock when you start.

 Start on hot days **using the recommended "Hot Start" procedures.** Flooding an engine by not using this technique pretty much dooms any flight from happening as the battery grinds down.

 Last, **be careful of overheating said starter,** and the most important component, the **pilot. Stay hydrated** and expect to be more fatigued from the heat. Adjust accordingly. Please read and watch the attached article and video.

<https://www.planeandpilotmag.com/article/12-tips-to-beat-the-heat/>

AIRCRAFT RATES

July-2021	
Aircraft	Hourly Rate
Cessna 150	\$ 114.19
Cessna 172	\$ 136.74
Cessna 172SP	\$ 157.82
CubCrafters-18 (HOBBS)	\$ 170.00
Cessna 182Q	\$ 198.85
Cessna 182RG	\$ 210.41
Beech Sierra C24R	\$ 205.00
Cirrus SR20 (HOBBS)	\$ 184.11
Cirrus SR22 (HOBBS)	\$ 281.88
Cessna T210	\$ 249.56
Piper Float N7LX (HOBBS)	\$ 160.00
Cessna R172K XP Float	\$ 181.76
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00

BEFA FLIGHT HOURS

Total Flight Hours for June: 574.9

Increase from previous month:  7.4%

SALES TAX EXEMPTION

Three (3) Requirements to Receive Sales Tax Exempt Invoices for Dual Training Flights

BEFORE selecting the **SAVE** button for your **Check In FSP Reservation**, the following needs to be recorded under your name.

1 **ACTIVITY TYPE:** Marked as

TRAINING

Flight training is instruction provided by a CFI with the objective of obtaining a license, or rating, and/or honing of airmanship skills.

2 **AIRCRAFT - Flight Training**



Training in the Redbird does not qualify.

3 **NAME OF YOUR INSTRUCTOR:**

Instructor

name

Select from the FSP **Instructor** drop down box.

**PILOTS: **Once you save the Check In information,
FSP does not allow a change.****

DART Emergency Planning Drill Exercise

By BEFA Newsletter Editor

On Saturday, June 12th, BEFA RNT was the host to the DART telecommunications team. BEFA also participated in the exercise. Six BEFA volunteer pilots flew in three BEFA airplanes to Moses Lake and back.

Thank you to:

Ghazi Masood & Nick Patrick, CFI	N662AJ
Christian Frey & Jon Klinger	N2711R
Matt Gilert & Neil Hathi	N97PD

Following are the details regarding the exercise.



DART "Big One" Communications Team After Action Report June 17, 2021

by Dee Williamson

WCGARP Communications Team Lead

The Disaster Airlift Response Team (DART) in cooperation with the Emergency Volunteer Air Corps (EVAC), the West Coast General Aviation Response Plan (WCGARP) and amateur radio operators from Washington State ran an exercise and public service event on June 12, 2021 from approximately 0830 to 1600 hours. Ground to Ground Communications was provided by Amateur Radio Operators.

Previous to the actual exercise, a food drive was held that collected 4,300 pounds of food for the food banks in Walla Walla, Bellingham and Pt. Roberts. This food was distributed by general aviation aircraft flying to the air fields to simulate providing supplies in a disaster. Ground to Ground communications were provided by Puget Sound Energy ARES team, Walla Walla ARES team, Point Roberts Amateur Radio Club and the NEMCO RACES team, located at Walla Walla Regional Airport,

Kenmore Air Harbor, Renton Municipal Airport, Bellingham International Airport and Pt. Roberts Airpark. The Civil Air Patrol provided ground support for loading and unloading cargo from airplanes at Bellingham International. This operation was a great success.

At least 13 airplanes were involved in transporting the food to the various locations. Eighteen Amateur Radio Operators were involved in five locations. Fifty-nine radio voice messages were passed coordinating plane arrivals and departures, and passing tactical information utilizing the Cultus Mountain N7CRA repeater. Thirty Winlink data messages were passed using radio email services.

DART Flight Photos by BEFA Pilots



Departing Wenatchee Photo by Christian Frey



Over Columbia River heading toward Walla Walla
Photo by Christian Frey



Taking a break at Yakima next to some fancy planes. *Photo by Christian Frey*



Photo by Jon Klinger of some peaks on the way over Stampede Pass with the lakes in the foreground.



A look inside the cockpit while flying over Stampede Pass. *Photo by Jon Klinger*



FOR IMMEDIATE RELEASE
June 28, 2021
Contact: [Andre Castro](#)

GAMA Announces 2021 Aviation Design Challenge Winners

WASHINGTON, D.C. – Today, the General Aviation Manufacturers Association (GAMA) announced that the **team from Raisbeck Aviation High School in Tukwila, Washington, is the winner of the 2021 GAMA Aviation Design Challenge.** The team from The Pennington School in Pennington, New Jersey, is the second-place winner.

Nearly 50 high school teams, representing 26 states, entered the 2021 GAMA Aviation Design Challenge. During the first portion of the challenge, teams used complimentary “Fly to Learn” curriculum to learn the principles of flight and airplane design, which is developed in alignment with national STEM standards. During the second portion of the competition, teams applied their knowledge to virtually modify an airplane design and compete in a fly-off using X-Plane software, which is a comprehensive and powerful flight simulator for personal computers.

This year’s mission was to modify a Glasair Sportsman to fly as many COVID-19 vaccines as fast as possible from Seattle, Washington, to Packwood, Washington. The teams needed to design their aircraft to maximize transportable payload and successfully land on a small runway, surrounded by high terrain. Judges scored the teams based on performance parameters, a checklist of steps involved in the demonstration flight and a video submission in which the team summarized what they learned.

Members of the first-place team from Raisbeck Aviation High School include Atticus Bhat, Garrett Griner, Jason Poon, Alex Shemwell and Lyra Young. Their design included the addition of

spoilers, installation of retractable gears and a narrowing of the fuselage profile to reduce drag. Their first-place prize includes a unique general aviation manufacturing experience at CubCrafters, tours of GAMA member company facilities in the Seattle area, demonstration flight opportunities and much more.

The Raisbeck Aviation team was taught by Steven Chapman, with volunteer assistance by Dave Jones.



2021 GAMA Aviation Design Challenge first-place team from Raisbeck Aviation High School. From left to right: Alex Shemwell, Garrett Griner, Lyra Young, Jason Poon and Atticus Bhat.

BEFA Ground Instructor Fred Quarnstrom says, “David Jones is a long-time docent and BEFA member. To have his team win this contest over schools from all over the country is a major accomplishment.”

Airport Restaurants in Washington



City	Airport Name	Airport ID	Restaurant Name	Location	Website URL Check restaurant hours
Puget Sound					
Arlington	Arlington Airport	AWO	Ellie's at the Airport	Midfield Runway 16/34 East Side	No website/see Facebook
Gig Harbor	Tacoma Narrows Airport	TIB	The Hub	Adjacent to Control Tower	thehubgigharbor.com
Port Townsend	Jefferson County Intl Airport	059	Spruce Goose Café	Adjacent to parking apron	sprucegoosecafe.com
Puyallup	Pierce County Airport Thun Field	PLU	Top Gun Bar & Grill <i>(must be 21 years old)</i>	Midfield West Side adjacent to parking apron	topgunbgllc.com
Seattle	Boeing Field	BFI	Cavu Cafe	Inside King County Terminal Bldg.	cavucafe.com
Snohomish	Harvey Field	543	Buzz Inn Steakhouse	NE Corner	buzzinnsteakhouse.com
Other Airports					
East Wenatchee	Pangborn Memorial Airport	EAT	Café Pangborn	Terminal	Pangbornairport.com
Moses Lake	Grant County Intl Airport	MWH	Jet-A-Way Café	Terminal Bldg.	No website/see Facebook
Pasco	Tri-Cities Airport	PSC	Tailwind Bar & Deli	Terminal Bldg.	tailwindconcessions.com
Richland	Richland Airport	RLD	Ann's Best Creole & Soul Food Cafe	Base of Control Tower	No website/see Facebook
Spokane	Felts Field	SFF	Skyway Café	Terminal Bldg.	skywaycafe.com
Walla Walla	Walla Walla Regional Airport	ALW	Hidden Valley Bakery	Terminal Bldg.	hiddenvallybakery@my180.net
Yakima	Yakima Air Terminal	YKM	Reno's on the Runway	East end of airport next to McAllister Museum	renosontherunway.com

Notes: (1) Restaurants at the airport in Bremerton, Burlington, Elma, Hoquiam, and Westport are closed.
 (2) Elma Municipal Airport and its airport restaurant are closed.

Source: http://www.flywashington.org/uploads/1/2/2/6/122660921/washington_airport_restaurants.pdf

Rev 1 May 2021

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	Pete Seidel
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 ofc (425) 271-2332
2. Emergency/Semi-Emergency text (206) 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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