



*Newsletter*  
April 2020

840 W Perimeter Rd Renton, WA 98057 Office Phone: (425) 271-2332 www.befa.org

**WELCOME ABOARD!**

New Members	Share Class	Airport
Iacopo Bertuccelli	II	Both
Sven Bioren	II	RNT
Makena Carr	I	RNT
David Fitzpatrick	I	Both
Sophie Huang	III	Both
Ray Rezab	I	RNT
Jon Schillos	I	PAE
Janik Zender	I	RNT

**OPS SUSPENDED & POSTPONED EVENTS**

Due to the rapidly changing Government mandates regarding the coronavirus outbreak and in coordination with our BEFA Board of Directors, BEFA operations continue to be suspended.

Events postponed include:

- ❖ BEFA Flying Study Group
- ❖ Annual Membership Meeting & Crab Feed

**CONGRATULATIONS!**

New Solos	Date	Instructor
Rachel Mackey	3/12	Moore



The Centers for Disease Control and Prevention (CDC) provide the following guidance to the public.

**Practice Social Distancing**

- Do not take public transportation, taxis, or ride-shares during the time you are practicing physical distancing.
- Avoid crowded places (such as shopping centers) and limit your activities in public.
- Keep your distance from others (about 6 feet).

**CALENDAR OF EVENTS**

April						
Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	Board Meeting	7	8	9	10	11
12	Board Meeting	14	15	1	17	18
19	Board Meeting	21	22	23	24	25
26	Board Meeting	28	29	30		

**6, 13, 20, 27**  
Apr

**BEFA Board Weekly Telecoms**  
Monday, 4 pm



Two Private Pilot Ground School Students take their final exam outside during covid-19 shut down. They passed and got their endorsements to take their FAA Knowledge Test.

*By Julia Bitzes*

## From your President, Bob Ingersoll

Your Board met Monday afternoon to review and assess the current suspension of operation at BEFA. I'm sure you're all getting saturated with news and information, some valuable, some not, about COVID 19. It's becoming more apparent that there is no clear forecast as to when this pandemic will be successfully abated. That said, we have tried to balance inputs from CDC advisories, health experts, State and Federal Government leaders, AOPA recommendations, and other tenants at RNT to determine what is the safest course for our employees' and member's hygiene, and facility sanitation at BEFA.

Consistent with the President's announcement of the extension of CDC guidelines for social distancing to minimize physical interaction and contain the spread of the virus, the BEFA board has determined that the best course of action for now is to continue our suspension.

Your Board will meet every week, on Mondays, to reassess this position. We will update you of the board's discussions until this COVID 19 is contained and we can resume BEFA operations and get back to our lives and what we love to do. I believe that all of us pulling together to ensure compliance with these guidelines is the quickest and most effective way to achieve that goal.

## From your Vice President, Kevin Chaney

Happy April Everyone!

First, I would like to take a minute and recognize the winner of the photo contest for February. Congratulations to James Polivka for the beautiful picture of the Cub.



As a reminder, we are still looking for pictures our members have taken while enjoying their time in the air. Even though we can't fly right now, send those awesome pics to [media@befa.org](mailto:media@befa.org).

As many of you know, we have had to postpone our Annual Membership Meeting & Crab Feed. We have pushed it to May 23<sup>rd</sup>, pending the outcome of the COVID-19 pandemic. We will keep everyone posted if the date changes.

We are planning a couple events for the month of May, pending weather and COVID-19.

First is the fly-in to Yakima on May 2nd.

- Aircraft Parking: We have had the honor of working with the Yakima Airport Board for aircraft parking.
- Where to eat: Experience eating the great food at Reno's on the Runway.
- What to do: Tour CubCrafters facility, and McAllister Museum of Aviation.
- Mountain flying: Those who haven't completed a mountain flying checkride or need a refresher, you have time to think about getting that.

Second event is our famous Bath & BBQ. This tentatively is planned for May 9<sup>th</sup> starting at 9 am. Bring the family, friends, and kids. Let's have a good time cleaning our great fleet of aircraft and make them shine.

If anyone has any other ideas, or want to even plan an event for all to enjoy, submit your ideas to [events@befa.org](mailto:events@befa.org).

One final note: I would like to say a huge "Thank You" to all our members for your patience and understanding of our fleet being suspended due to the COVID-19 pandemic during this tough time. I know that all of us pilots want to be in the air, and we will get there. Just stay healthy so that our family and friends can enjoy flying with us once we resume flying.

## From your Operations Officer, Troy Larson

The FAA published an order stating that due to the COVID-19 pandemic, they will not be enforcing medical certificate duration standards as long as your medical certificate expiration falls between March 31, 2020 and June 30, 2020. AOPA has an article explaining the action (a result of limited medical resources as well as to lessen the transmission of the virus). If your medical expiration

falls within these dates, please read the order and review the article.

AOPA article:

<https://www.aopa.org/news-and-media/all-news/2020/march/27/faa-eases-pilots-worries>

FAA Order:

[https://www.faa.gov/licenses\\_certificates/medical\\_certification/media/COVID-19AirmanMedicalCertificatePolicy.pdf](https://www.faa.gov/licenses_certificates/medical_certification/media/COVID-19AirmanMedicalCertificatePolicy.pdf)

**From your Safety Officer,  
Mike Sievers**

### **TAXIING DO'S & DON'TS**

Many Designated Pilot Examiners say they usually can determine within the first 15 minutes of a flight whether an applicant will pass or fail a practical test. One examiner is reported to go one step further by claiming he can make the same determination while the applicant is taxiing since, in his opinion, a pilot who cannot keep their nose wheel on the centerline is probably just as sloppy about maintaining a given altitude or heading.

1. Many pilots with side-by-side seating do not compensate for being on the left side of the airplane. Instead of rolling their nose wheel along the taxiway centerline, they take a bead on the line from the left seat, which places the nose wheel right of the centerline. The existence of the centerline is pretty self-explanatory with the purpose of protecting the airplane and your wallet.

Clearance from obstacles from your airplane is based on the nose wheel being on the centerline, not necessarily close to it. Deviation from the centerline removes your obstacle clearance built into the taxiway.

2. Another issue to keep in mind is that examiners do not like to observe pilots doing anything other than taxiing while moving on the ground. And yet there are those who will try to accomplish the before-takeoff checklist prior to arriving at the run-up area. During flight reviews and instructional flights, pilots have been found to be checking their flight controls or operating other systems while taxiing. If a pilot does not have the discipline to avoid distractions while taxiing, they may not avoid them in the air.
3. The only items which should be checked while taxiing are the brakes (the effectiveness should be determined before taxiing much farther than the length of the airplane) and the indications of four instruments that can only be checked when the airplane is moving.

Verify that the turn coordinator (including the skip-skid ball), the heading indicator, and the magnetic compass move properly during turns, and the attitude indicator does not move at all during such maneuvering. Note that, for the attitude indicator, slight pitching indications are detectable and desirable while braking.

These function checks are particularly important in the preparation for an instrument flight, either actual or simulated, and they do not require you to remove your hands and feet from the controls.

If you are going to do something, you should do it right and as well as you can. This includes something as seemingly mundane as taxiing.

**From your Operations Manager,  
Wes McKechnie**

### **Operations Update**

We hope this finds you in good health as we navigate through these extraordinary times. We appreciate your questions, good suggestions and interest and support we've received from all and would again like to bring you up-to-date on BEFA's status as of April 1<sup>st</sup>, and answer some general questions we've received of late.

First, we would all like to express our sincere condolences to Bob Guthrie on the loss of his dear wife, Irma, Friday morning, March 27th. Bob, the BEFA family is so sorry, and will always be here for you.

In the spirit of the mandates from Washington State and King County, and in coordination with our BEFA Board of Directors, BEFA flight and Sim operations still remain suspended at this time.

- The office is also still restricted to any member access, exceptions are limited to Staff usage, and some special projects we are conducting to take advantage of the stand down. Clearly this is in response to physical distancing standards.
- Some members have been coming in and dropping checks off in the drop box. If you choose to do this, please just drop it in the drop box and then quickly enter/leave through the side door, locking the top deadbolt if Staff is not in. Do not linger or socialize in the office, or use the bathroom unless absolutely necessary, the office has been deep disinfected, thanks to member support.
- We are PROHIBITING any gatherings at BEFA per CDC/State guidelines.
- BEFA Board of Directors will meet once a week to analyze and discuss the stand down status.

Some other items you may like to know:

- The current BEFA/RTC Ground Schools are now being presented successfully by remote, "distance learning", by the GSI's, to conclude the Winter quarter. It did work well enough that BEFA and Renton Technical College, (RTC), will be remotely streaming the BEFA Spring Quarter PPL AVI 101 class, starting the second week of April. We have at last count, six students in the Morning and at least seven in the Evening class so far. So, if you have friends "hunkering down" and bored, have them sign up at RTC web site or call. A special thanks goes to Charles Mallory, Josh Swanson and Paul Zahner for constructing the distance learning option so quickly.

- We have had members asking if our invoicing process is changing during the outbreak, and the answer as of this writing is no. As of Wednesday the 1<sup>st</sup>, it looks like we'll be mailing them to you as usual. The office, while closed to member entry, is staffed enough to maintain basic infrastructure such as Accounting, maintenance, etc. If an invoice does not come in the mail, please contact us by email. Summary: **Looks like you'll get your normal mailed invoice.** NOTE: The BEFA phone is answered only when the Staff is in, and that is a "floating" time frame.

- Thank you for the great support in paying your invoices from February! We are very much a "cash" flow operation.

- The basic structured costs, fuel, maintenance facility costs etc. are still coming in, so your diligence is very important in paying your invoiced amount promptly.

- Business goes on in other areas, too. We were offered and accepted a contract of sale and earnest money this week on N7568T after buyer's physical inspection and check flight. We hope to close the sale soon.

Thank you for your continued support of BEFA, and your generous offers of help. Please reach out with your questions, and we'll be providing periodic updates via this media.

Wash your hands often, and stream training old aviation movies to hold you over!

*"We'll get through this."*

### '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.

- Charles Mallory, James Walker, (CFI) Josh Swanson, Paul Zahner, and Mike Borkan (CFI) for the quick pivot to online remote Ground Schools to finish the four classes for the Winter Quarter, and anybody else who contributed. Nicely done!

- Skip Sethman, Mike Borkan (CFI) and Kevin Chaney for an assortment of help and support.
- Brett Sutton, Janik Zender and Kevin Chaney and anyone else we missed for helping with the office disinfecting, it's appreciated.
- Josh Swanson for general help around the office.
- Derik and Millicent Rhoads, and Harium Martin-Morris for the computer support, especially the migration to blended home and office computer access and set up.

## INSTRUCTORS NOTICE

### Preflight Helpful Tips

By *Mikel Moore*

This topic will be covered on BEFA solo phase checks, private pilot phase checks, FAA checkrides, and should be thought about before every flight.

FAR 91.103 (Preflight Action) states: Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include-

(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC;

(b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information... the FAR continues.

The FAA stating "all available information" puts a lot of responsibility on us, as the PIC. For me, I include: NOTAMs, weather, runways of intended use, takeoff and landing distance calculations, alternates to include their NOTAMs and runway lengths, fuel on board and required reserves (both for FAA minimums and personal minimums as well as BEFA minimums), weight and balance calculations, and a nav log with extensive research about my route of flight if I am leaving the local airport environment or flying in an unfamiliar area. This list continues to include checking the status of our aircraft: upcoming required inspections, ADs, open squawks, and anything we find during the preflight walk around. We also preflight ourselves and any external pressures using the IMSAFE and PAVE checklists. The list expands as we learn and grow from our flying experiences. As pilots, we take calculated risks every flight. Through this process we mitigate unnecessary risks.

In the event of a FAA ramp inspection, a BEFA safety board, an insurance investigation, or NTSB investigation, the only way we can prove we have done all of our homework, is to get a full weather briefing for every flight and have an email receipt. This should go along with the proof of any other work done by hand. I recommend all of us get a briefing from 1800WXBRIEF (free) or ForeFlight (paid subscription) for every flight, local or cross-country.

Weather alone is a very large topic to learn, and there is always something new to understand. I have found these advisory circulars published by the FAA to be very helpful.

The first one covers weather (AC 00-6B) and the second one covers weather services (AC 00-45H). Please take some time to become familiar with both of them.

[https://www.faa.gov/documentlibrary/media/advisory\\_circular/ac\\_00-6b.pdf](https://www.faa.gov/documentlibrary/media/advisory_circular/ac_00-6b.pdf)

[https://www.faa.gov/documentlibrary/media/advisory\\_circular/ac\\_00-45h.pdf](https://www.faa.gov/documentlibrary/media/advisory_circular/ac_00-45h.pdf)

All of this can seem overwhelming at first, but as we practice, we become more and more proficient.

*Editorial Comment:*

This new segment gives BEFA instructors the opportunity to share their observations and experiences as well as to inspire lifelong aviation skills and risk mitigation.

Instructors: Please provide your article(s) via [media@befa.org](mailto:media@befa.org).

**AIRCRAFT RATES**

April 2020	
Aircraft	Hourly Rate
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00
C150	\$ 104.63
C172	\$ 125.49
C172SP	\$ 142.91
Citabria	\$ 144.53
Top Cub CC18 (HOBBS)	\$ 170.00
R172K XP Float	\$ 170.27
C182Q	\$ 175.15
SR20 (HOBBS)	\$ 182.21
BE C24R (566)	\$ 193.00
C182RG (65C)	\$ 197.68
CT210	\$ 234.76

**CLASSIFIED ADS**

**BEFA's 1977 Cessna R182 \*Pending Sale\***



Contact Oliver Meier or Wes McKechnie.

**1981 Beechcraft Sierra for Sale \$90K**



Contact Kevin Yarnell at (425) 765-0301

**FLOATPLANE PARTNERSHIP KRNT**

Share available in floatplane partnership based at KRNT.

1979 Cessna 180K Pponk with Kenmore Upgross. Pponk Beef Up Kit. Rosen Visors, Door Swards, AeroLEDs, New Leather, Dual Garmin G5s, Avidyne Audio Panel, Avidyne IFD540 FMS GPS Navigator, GTR225 2nd Comm, GTX345 ADS-B in/Out, GFC-500 AP. On Aerocet 3500Ls during float season and wheels other 7 months of the year.

Seeking experienced, incident free pilot with time on floats and tailwheel.

Experience with aircraft ownership and partnerships preferred, but personality and integrity more important than anything.

Brad Berger (253) 230-1263, [baberger@gmail.com](mailto:baberger@gmail.com).

Contact information can be obtained from  
*Flight Schedule Pro*; navigate to *People*.

## OFFICERS & STAFF

### Board of Directors

President	<b>Bob Ingersoll</b>
Vice President	<b>Kevin Chaney</b>
Operations Officer	<b>Troy Larson</b>
Safety Officer	<b>Mike Sievers</b>
Treasurer	<b>Ann Galbraith</b>
Secretary	<b>Harium Martin-Morris</b>

### Staff (425) 271-2332

Operations Manager	<b>Wes McKechnie</b>
Operations Assistant	<b>Diana Cassity</b>
Operations Assistant Saturday	<b>Yvonne Pipkin</b>
Accountant	<b>Millicent Rhoades</b>

## 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	<b>Oliver Meier</b> <b>Casey Johnson</b>
PAE Maintenance	<b>Casey Johnson</b>
PAE Facilities & Support	<b>Oliver Meier</b> <b>Casey Johnson</b>
PAE Safety Focal	<b>Steve Kirsch</b> <b>Mike Dubbury</b> <b>Oliver Meier</b>

## 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.

## INTERNET LINKS



**BEFA Homepage:** <http://www.befa.org>



**BEFA Webcam:**  
<https://video.nest.com/live/75LBU4d2bp>



**BEFA Facebook Page**

<https://www.facebook.com/pages/Boeing-Employees-Flying-Association/208892645798282>

BEFA's new online Forum is here!

BEFA would like to offer members a platform to share and connect with other members about our favorite topics: Aviation & BEFA.

Please join our Facebook Group "BEFA Washington - Members Only Group". A link can be found on BEFA's Facebook Page.

## CONTACT US

General Inquires or Information: [office@befa.org](mailto:office@befa.org)

Operations Support: [operations@befa.org](mailto:operations@befa.org)

Billing or Payment Support: [accounting@befa.org](mailto:accounting@befa.org)

Event / Activity Coordination: [events@befa.org](mailto:events@befa.org)

Website, Social Media, Newsletter: [media@befa.org](mailto:media@befa.org)



**Editor:** Yvonne Pipkin