

✈ BEFA Newsletter ✈

BEFA: Phone (425) 237-2332, M/S 94-35

840 West Perimeter Road, Renton, WA 98055

Welcome New Members!

Raymond Carolus Class II RNT

New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Daniel Downey	1/8	C. Miskell
Dan Tracy	1/9	R. Koehne
Shaun Ripple	1/14	K. McKelvey

Congratulations!

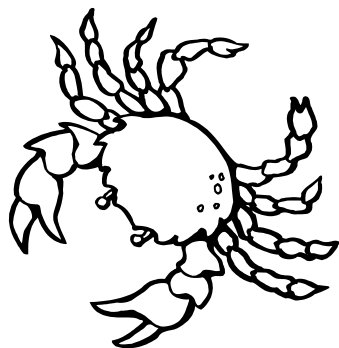
<u>New Ratings</u>	<u>Type</u>	<u>Date</u>	<u>Instructor</u>
Matt Tavares	Private SEL	1/5	C. Miskell
Lis Demco	Instrument	1/14	K. Davis
Alec Parslow	Private SEL	1/23	C. Miskell

Coming Events

<u>Event</u>	<u>Time</u>	<u>Date</u>	<u>Location</u>
• <u>Aircraft Maintenance Team.</u> (Contact Walt Cameron)	6-9pm	TH	RNT
• <u>Board Meeting</u>	5:00p	2/24	RNT
• <u>Crab Feed and General Membership Meeting</u>	5:00p	3/1	RNT
• <u>Pinch Hitter Class</u>	6:00p	4/8 and 4/10	RNT

BEFA 2002 Crab Feed and General Membership Meeting, March 1, 2003

By John Scarce



The annual BEFA crab feed is scheduled for Saturday, March 1, 2003 at 5 PM in the Renton hangar. NOTE: This is

two weeks later and one hour earlier in the day than last year. Please call me, John Scarce, or notify the BEFA Office staff to inform us if you will attend, and how many guests you expect to bring.

This event is both a social gathering and an official BEFA membership meeting. The goal is to provide you and your family with ample succulent shellfish, chicken and salad for a meal, present the annual awards, allow the BEFA Board members a few minutes update you on club business and generally encourage the club members and their families to get reacquainted.

As always, we need volunteer help for preparation and setup. We are looking for volunteers to assist with the following tasks. Contact John Scarce at 425-957-5158 if you can lend a (needed) helping hand.

Crab Feed Tasks

- Arrange for rental and delivery of chairs (120), tables (15) and sound system
- Food contributions - chicken, green salad, pasta salad, dinner rolls, desserts, beverages
- Odds & ends - utensils, plates, napkins, tablecloths
- Provide adult supervision, plus games and toys for the kids to play with
- Assemble crew to clean the hangar floor on February 15
- Move planes and tidy up hangar on March 1
- Set up tables and chairs on March 1
- Wipe down, fold and stack tables after the event

We are shopping the price of crab, but if you have a connection to access fresh Dungeness at a good price, please call John Scarce.

The price of the feed this year will again be \$15 per adult, by cash, check or BEFA club billing. Children twelve years old and younger are free! To help us plan for attendance, please fill out a registration form, available on request from the BEFA office. Turn the form in to the front desk at BEFA and we'll count you in for the 2003 Crab Feed bash. MARK YOUR CALENDARS!

From Your President Howard Wolvington

Committees: I wrote last month about the importance of volunteer efforts in our club and the openings on various standing committees that are specified in the Bylaws. I am pleased to report that John Scearce has agreed to become chair of the Publicity Committee. This committee has the responsibility to prepare and organize various public relations communications and events with the objective of letting people know of the benefits of BEFA membership. There is a line item in our budget for funds to support publicity. One of the events that is well attended by Northwest pilots and potential pilots is the Northwest Aviation Conference at Puyallup Fairgrounds 2/22-23/2003. We have a booth at this event, and John is looking for help to staff it during the weekend. The details are found in this Newsletter and at the club office. Please consider offering some of your time to this effort, and if you can offer general support to the committee, join John's committee by contacting him.

The second committee is the Membership Committee, and Matt Malkin has agreed to chair this one. We need participation both from RNT and PAE to set up orientations for new members. Please contact Matt if you can help with this.

The final committee is the Program Committee. Gary Pipkin has agreed to chair this committee. This committee will plan for general membership meetings, and several of us believe that we should be having these at least quarterly. They represent a great opportunity for social interaction between members (to include families) and for communications between membership and the Board. The Crab Feed and spring Bath and BBQ are examples. Please contact Gary at 425-373-8134 if you can help with this Committee.

Soda Machine: For quite some time BEFA vending machines have been serviced by outside firms. The firms service the machines and keep the money, so there is little benefit to the club aside from the availability of the products. Pepsi recently decided to remove their machine from RNT and wanted an even more favorable arrangement for their proposed 20oz bottle machine. We declined, and instead have acquired a soda machine that is now owned and operated by the club. We have reduced the price on the machine, a direct immediate benefit to our members, and will use the expected positive cash flow even at this lower price to offset other fixed club costs. The machine is stocked with both Coke and Pepsi, diet variations, and various other popular drinks. Please report any problems with the machine to BEFA staff.

Flight Simulator: A number of BEFA members work at Microsoft, and a few of these are on the MS Flight Simulator software project. We have the opportunity to set up a system in the office that could be used by members, at no cost, for IFR scan practice for just general entertainment when the WX is unsuitable for real flying. The software has been offered to the club at no cost, but we need to come up with the basic hardware. We are looking for a donated PC with the following minimum hardware capabilities: Pentium III at 500 mhz, 128M RAM, 10GB disk. Please contact me if you have such a machine available for donation.

LOA Policy: Most BEFA members are members in order to fly. However, personal circumstances may make this impossible for temporary periods of time. The rules provide that members can go on Leave Of Absence and pay monthly a smaller fee than normal Dues and Insurance, when approved by the Board. At the January board meeting, the board clarified the rules. As before, members can go on LOA because of medical problems, company business, and full time school without restriction. LOA can be approved for other personal reasons, but the expected minimum period of such LOA is 12 months. LOA is not designed to eliminate Dues and Insurance for seasonal periods of flying inactivity. The fixed expenses of the club, such as our utilities, staff salaries, loan payments, insurance, etc. are funded by Dues and Insurance and these expenses continue regardless of the level of flying activity. This 12-month minimum had been an old club policy, but was not explicitly stated in the rules.

From Your Operations Officer Walt Cameron

There are several items of significance to pass on this month. 735LH, the 182 straight-leg, will be off-line for a couple of weeks having even more avionics incorporated into its already impressive panel. The next equipment to go in will be a TCAS and FIS, Traffic Collision Avoidance System and a Flight Information System. There will be literature available as well as the manuals for the equipment, by the time the aircraft is back on-line, in about two weeks. This aircraft is one of the best deals around for a well-equipped, solid platform for extensive cross-country aviation. The 182RG will soon be sporting its new IFR GPS, the hardware will be in soon and the installation will be done at the earliest convenience, which should be before the end of March. Not to be outdone, the owner of 435SP, the 172S, has decided to replace the IFR certified GPS in his aircraft with a King KLN-94. This will mean that all of the IFR GPS equipped aircraft will have the same GPS installed. That will certainly make transition from one aircraft to another much less daunting as far as operating the avionics. In addition, the landing gear part for the Piper Arrow has been shipped and the airplane should be back on line by the time you are reading this.

As one of the BEFA Crew helping to keep our fleet in tip-top shape, I've noticed that people are looking harder and harder to find something wrong with the aircraft. That's a good thing - keep looking. It means the fleet is getting better all the time. To reiterate what Wes has said in his article, below, take a few extra minutes to describe the problem you are reporting with as much detail as possible. It makes finding and fixing a squawk much easier. "The thingamabob on the wing is broke" isn't much help but, "The thingamabob on the left wing just at the outboard end of the flap is cracked at the attach point" will certainly get Ace Aviation or the BEFA Crew straight to the source of the problem.

Occasionally, there are duplicate write-ups for the same problem. This isn't a big problem but if you notice that a problem is already squawked, making another squawk won't get it fixed any faster and it means more paperwork we have to deal with. Also, sometimes problems change, either for the better or the worse. Then an additional write-up might be warranted. It is also acceptable to add information to the squawk sheet that is already in the tach book. We'll see that too, when we work on the plane. Names and phone numbers are important in case we need to get additional info or clarification from you about a write-up. And as you might guess, legible notes are vital.

One piece of trivia for you, since we started, the BEFA Crew has changed just about 100 landing and taxi lights on the aircraft based at Renton. That has been since Mar 01, just under two years. Having the light on in the local area is certainly a safe practice and I'm not going to discourage that. Just try to remember that when you are departing the high traffic areas, turn the light off until you return. It will extend the bulb life quite a bit. As the Operations Officer, I'm working with Wes and Ace Aviation to change the light placement in all planes from the engine cowling to the wing leading edge, similar to 78440 and 435SP. That installation will add several months to the life of a landing light, due to the significantly decreased vibration levels.

All in all, I'm glad that pilots and instructors both are helping to keep close tabs on the aircraft status. Thank you all. Keep up the good work. If you have any suggestions about any operations or procedures, please let me know. I'm always looking for ways to make things safer, better, and more fun.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

“SQUAWK” REPORTING

When reporting a squawk on the BEFA aircraft discrepancy sheets, please take an extra minute to provide a more detailed description, especially on avionics or instrument discrepancies. For instance, on a suspected Heading

Indicator or Attitude Indicator squawk, writing “DG broke” could mean the heading bug is not working, the heading set knob mechanism is broken, the DG gyro system itself is broke or the vacuum system is failing. Be sure to observe the vacuum gauge and report the indicated vacuum pressure at both the cruise and 1500 RPM power setting. This is rarely done. If a brake is “soft”, which brake was it, how “soft” was it, did the hand brake work, did pumping the brakes up help, any fluid leaks noted etc... On avionics squawks, note the air temperature and amount of time that the devices were “on” before the anomaly occurred, particularly in summer when it may be a heat related problem. Check all switch positions, (I've cleared more than a few squawks that were simply incorrect switch positions) or try some other frequencies to see if the fault continues. The “voice won't transmit, carrier only reported” or “push to talk switch won't work” squawk is 9 times out of 10 the smaller male transmit headphone jack is not fully engaged in the receptacle. The jack just being out a slight amount typically results in this fault. Also try the hand mike, which can easily be forgotten, and report those results too. Also check the other side and see if the results are the same. If the ADF has static and/or is weak in indicating direction, does the indication change with the alternator switch turned “off” versus “on”, how far from the NDB were you, what NDB was it and what was the frequency? On the “rough running engine” squawk, was the carb heat engaged to see if it was ice, were the mags tried independently and what was the result. When squawking “engine hard to start”, what was the number of primer shots, was the throttle accelerator used, was the battery low, starter remained engaged etc... you get the picture! Also, understand that we know that this is a learning process for you as well as us, and don't hesitate to come to us for help in diagnosing a problem or providing suggestions on writing a more descriptive squawk. Thank You.

UPDATED 2003 STATE REGISTRATIONS, CUSTOM STICKERS AND CONTACT LIST IN PLANES

Along with the new 2003 Washington State Registrations, (which no longer require an actual outside sticker), are the new emergency contact lists. These are with the squawk sheets in a plastic sheet in the aircraft glove boxes. Please remember that in the event of mechanical problem with one of our planes when you are at another airport and we are unable to have one of our mechanics inspect or fix the plane, a squawk sheet must be filled out, and the corrective action filled in by the mechanic with a return to service note. Also, 2003 Customs stickers are now on the following planes: 54088, 5344K, 739BT, 736NN, 7568T, 41896 and 735LH. If you have any questions, please contact me.

NORTH GATE FINALLY INSTALLED

The City of Renton has finally installed the gate at the north end of our ramp adjacent the 850 Northwest Seaplanes building. A code is needed for ramp entry with a vehicle, and the code needs to be entered in the key pad also for leaving as well. See the Staff if you need to have a vehicle

on the ramp.

GRIEVANCES:

- 01/02/03 704GC Pitot cover and gust lock left off.
- 01/27/03 5344K Pitot cover and gust lock left off.

Notes From The Office

‘Attaboys For Our Volunteers

Your fellow members continue to pitch in to oil the gears of the operation, often saving money in the process. This month we thank:

- Matt Ray (CFI), Scott Broadhead, Dan Turlington (CFI) and Jeff Jelinek for helping the staff stuff and collate invoices/newsletters.
- Dan Turlington (CFI) for finishing the wall board trim in the lobby.
- Bob Guthrie (CFI) repositioning airplanes.
- Chuck Malmsten filling oil bottles.
- Matt Ray (CFI) for washing
- Phil Kennedy (CFI) for various PAE jobs this month and dropping off parts to Renton.
- Kip Davis (CFI) repositioning airplanes.
- Karen Stemwell for providing BEFA with office supplies.
- Kip Davis (CFI), Chris Miskell (CFI) and Chuck Malmsten for providing rides.
- Chris Miskell (CFI) for acquiring setting up the BEFA Soda machine.
- Chris Miskell (CFI) for straightening up the BEFA library.
- The great BEFA Crew this month just because - Walt Cameron, Ron Larson, Bob Carter, Ernst Langhout, Jackie Alder, Matt Malkin, Matt Smith, David Tsui, Chris Miskell, and Einer Ask

If I left anyone out, please let me know.

Thank you all for your generous support.

Volunteer Help Is STILL Needed

BEFA has a regular need for volunteer help. Unfortunately, Boeing work demands are making it increasingly difficult to provide community service. BEFA has many needs and cannot satisfy them without member help. If you can contribute, please call the office to volunteer. Some of the things that require volunteers are:

- AIRCRAFT WASHERS/POLISHERS NEEDED!!

- Someone to help install a blower fan and vent for the upstairs classroom.
- Someone to install a window in the classroom.
- Helpers to assist the Crew in a regular once a month cleaning of the hangar.
- Bamboo rollup type sun shades needed for the office.
- Need someone to clean the lobby furniture
- E-mail capable lap top for BEFA use

If you can head up or help on any of the above projects please let Wes know. Your contribution of your valuable time is greatly appreciated!

BEFA Pinch Hitter Class

April 8 and 10

BEFA will be offering a two-night "Pinch Hitter" class on April 8th and 10th in the Renton classroom. What is a Pinch Hitter Class?

A Pinch Hitter class is designed to give your non-pilot flying companion, whether it be spouse, significant other, or good friend, an introduction to airplanes and flying. We pilots are pretty comfortable about getting from point A to B in airplanes that are smaller than your average 737, but what about your non-pilot flying companion? To someone who has little or no familiarity with flying, a Cessna 172 cockpit can like a confusing mass of dials and equipment. The Pinch Hitter class can help your flying companion to become more knowledgeable about flying, and take some of the mystery out of flying. The classes will cover basic information about flying, radio communications, navigation, and map reading.

In addition, the Pinch Hitter students can sign up for an optional introductory flight with a BEFA flight instructor, so that they can practice what they've learned and get more familiar with airplanes. If you have a non-pilot flying companion, please encourage them to consider signing up for the class. There have been cases where flying companions were so enthralled by the experiences that they gained from the Pinch Hitter class, that they immediately signed up for flying lessons.

The two-night class will be conducted from 6:00pm - 8:30pm by a BEFA instructor. The dates will be Tuesday April 8th and Thursday April 10th. The class fee of only \$10.00 covers the cost of course materials and includes an informational booklet, which you can take home with you. (BEFA has generously agreed to cover the instructor fees, so this is an excellent deal). In addition, participants can schedule an optional flying session after with the instructor of their choice at a mutually agreeable time. The fees for the

optional flying session are not included in the Pinch Hitter class fee, and must be discussed with your selected instructor. It's a valuable class, and highly recommended! Call or stop by the club to sign up.

**From Your Safety Officer
Mike Sievers**

Are you a centerline person or do you prefer the comfort of an 8-mile wide airway? With regard to flying, we are supposed to be centerline people. The centerline is about precision in your flying and about hitting your spot. It is about being where you said you would be and, even more important, obstacle clearance and traffic separation are based on the centerline. It could be the only thing keeping you away from rocks and other airplanes. And when we talk about centerlines, we are not just talking about runways. The centerline concept also applies to taxiways, airways, approaches, touchdown zones, and more – basically much of what you do in flying. Land a bit off the centerline at Renton, and you just get a closer look at the grass during your rollout while on the runway. Stray from the centerline at Elma or Ranger Creek, and you may be explaining to Wes why runway edge equipment is in the fuselage. Work to put the centerline between your wheels every time at Renton, and you will be able to do it when you have no other choice. While hitting the centerline is great, it does not do much good if you miss the touchdown zone. Landing long and leaving the skid marks in the runway where no skid marks can be found is not the best way to draw attention to yourself – especially if the result is an over-run. Best to do the go-around. Sometimes it is completely appropriate to approximate, but on an airway, the world expects us to be perfect. Not flying English style (down the left side of the airway) or the American way (down the right side) but good pilot style – down the centerline. Think about it - if everyone were on the centerline of an airway, a neighboring airplane, on a separate airway at the same altitude, would clear you by at least 8 miles. If you both ignore the centerline and fly one foot within your airway, you could be 16 miles apart or two feet apart.

Being on the centerline is great, but make sure you are on the correct centerline. Following the wrong centerline can get us into trouble. Not normal trouble, but serious trouble. A few months ago, an airline crew allegedly deviated from its departure clearance at Washington DC's National Airport by going straight out instead of turning left. All airplanes are supposed to turn left to avoid a real up close view of the White House, and the associated aviation protection devices (guns). This can, and did, have serious consequences for the crew. Not flying to Washington National? How about Bremerton or Apex?

What does the centerline mean to you? Your comment may

be that you don't need the centerline today, but what about tomorrow. Maybe today you are just doing touch-and-go's at Renton. But what happens if you plan a trip to Crest or Roche Harbor. Can you keep the wheels on the runway or will you be risking an off-road excursion with one or both of your wheels, flirting with a ground loop or contact with an object attached to the ground. Don't settle for close enough, because once you accept less than your best, it will become the norm. Don't lower your flying skills to the conditions. If the conditions don't demand your best, make sure that you do.

BEFA's New Web Address

You will be pleased to know that BEFA now has a new, easier-to-remember Web address. Find us on-line at <http://www.befa.org>.

**Floatplane Stuff
By Sandy Urquhart**

With the New Year upon us, and the anticipation of good floatplane flying weather, I thought it would be good to share an experience I had in the San Juan Islands, and make some suggestions for operations to help us stay on the good side of the public in the upcoming season. Operation of the floatplane on the lakes around Seattle and in the San Juans requires special awareness of noise abatement procedures, and sensitivity to the concerns of people in the areas we are flying in. In addition to noise abatement, adhering to minimum altitudes as prescribed in FAR 91.119 is essential.

On a flight in the San Juan Islands a couple of summers ago, I learned that public perception (which can be very different from ours) of our operations should be a major consideration when we are flying. It is not enough to say we are complying with FAR's such as 91.119. We need to try to operate in such a manner that our flying will not be questioned or criticized by observers on the ground. Even though one might think it's ok to maintain the minimum 500 feet clearance above the ground/water in non-congested areas, a person on the ground or in a boat might interpret that altitude as being much lower and subsequently file a complaint (it's just your word against theirs). Remember it is 500 feet above the top of the boat, bridge, etc., not the surrounding surface, and again this is a minimum. Any efforts we make in trying to reduce noise, which is another area where we are vulnerable for criticism, should not result in a perceived unsafe operation as far as obstacle clearance goes. The suggestion here is to try to add plenty of margin whenever possible, so that our operations will not be questioned.

Back to my experience, while making a take off out of Friday Harbor, I promptly transitioned to a gradual "quiet climb" thinking that would be more noise friendly than using full

power and higher rpm. This turned out to be less friendly than I had anticipated, since the gradual climb resulted in my flying over a Washington State Ferry boat at about 500 feet. An observer on the ferryboat didn't appreciate my attempt at noise abatement, but in fact took issue with me being at the minimum altitude for such an encounter. I was shocked to find out later in the week that someone had called BEFA and filed a complaint, since I thought I was being a good neighbor by operating in a quiet mode.

In retrospect, I realize now that I should have adhered to the noise abatement policy prescribed in the BEFA Rules which recommends that you climb at full power and 2600 RPM at a combination of best angle and best rate of climb until 700 feet, and then transition to "quiet climb or cruise" (19"-25"MP, 2200RPM, see section 5.11 in the BEFA rules and procedures). Clearly an altitude of 1000 feet would have given a much different perception, and I should have found a way to provide it (a simple one eighty would have resulted in everybody being a lot happier – including me, considering the fallout from the complaint). The above incident points out that you have to make a decision as to what is more important, noise abatement or safety (perceived or real). Safety of course always outweighs noise abatement procedures. This being said, noise abatement is however a very big issue in our area.

This episode prompted me to look closer into recommended procedures for flying in the San Juan Islands, Puget Sound and the lakes around Seattle. I spent some time at Kenmore Air Harbor going thru a couple of books they have in their operations office filled with complaints from those that have a different regard for float planes than we pilots do. It is interesting to note that in a lot of cases, people making complaints about floatplane operations assume all float planes are connected to Kenmore.

I added some of the material to the binder in the copy room along with other floatplane materials for anyone who is interested.

Some general guidelines, etc.;

- Over flights of land in the San Juan Islands must be at least 1000 feet AGL.
- BEFA recommends crossing any shoreline at 1200 feet AGL.
- Prop speed is the major contributor to noise, so reduce RPM when safe and practical.
- Altitude reduces the noise profile (doubling the altitude reduces the noise by a factor of four).
- The FAA figures that if the numbers can be read off the aircraft by the naked eye, it is below 500'.
- "Washington One" departure and arrival procedures, say mid channel, so stay away from the shoreline.

- Noise is worst, abeam and just aft of the wings.
- Downwind departures, in addition to not being a good idea, increase the noise profile due to the longer water run. Remember water drag increases as the square of the water speed, which of course will be higher for any downwind departure.

Hope this provides some useful info.

Have A Story To Share?

All contributions are welcome - send all articles to the newsletter editor by the 24th of the month preceding the next newsletter via email, text or in MS Word formats.

Classified Ads

For Sale: Garmin GPSMAP-195, all accessories, like new, \$600 obo. Call Bob Kenin 425-227-9405

This space available for free classified ads to members. Contact your newsletter editor for information.

For the Web Heads

SCHEDULE MASTER:

<http://www.schedulemaster.com/smlogin.htm>

(There's a link from BEFA's homepage)

Not near the web? You can also use

Schedule Master Telephone Scheduling:

1-800-414-6114

using your user ID, password and the touch tone phone menu

BEFA ON THE WEB:

BEFA homepage: <http://www.befa.org>

WebMaster Chuck Malmsten:
chuck.malmsten@boeing.com

BEFA office Email: befa_office@mindspring.com

BEFA EXCHANGE PUBLIC FOLDER:

For Exchange users, add the BEFA PF to your "Favorites" folder, located in the "Public Folders" directory. Go into the BEFA Public Folder (see location above), then go to the Exchange "File" menu and select "Add to favorites". A mirror of the BEFA Public Folder will appear in you Favorites folder.

The Club folder is located in Exchange at Public Folders/All Public Folders/Boeing Recreational Clubs/BEFA.

To send a message to the folder from inside, or outside Boeing, type: "BEFA@PSS.Boeing.com" in the message "To..." line or "Cc..." line, check the name to make sure you got it right (Ctrl+K), and send it

Reply to a message that you see in the public folder: make sure your reply is addressed as above if you only want your reply to go to the PF.

OTHER LINKS:

Soaring Club (BESC): <http://boeingsoaring.com/>

SEA FSDO: <http://www.faa.gov/fsdo/seafsd/>

DUATS: <http://www.duats.com/duats.cgi>

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<u>Maintenance</u>	<u>ACE Aviation</u>	Contact, in order:	
		1) Ops Manager: Leave voicemail (425) 237-2332 or page 206-540-7720	
		2) Ops Officer	
		3) Any Board Member	
<u>Everett</u>			
Office		Voice	425-717-2332
		Fax	425-717-2336
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Facilities:	Oscar Naimi	Wk	425-342-8853
Safety Mgr:	Sandor Paulay	Wk	425-342-5511
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