

# ✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98055

## Welcome New Members!

<b>R. Scott Heston</b>	<b>Class III</b>	<b>RNT</b>
<b>Kevin Moore</b>	<b>Class II</b>	<b>RNT</b>
<b>Mike Norton</b>	<b>Class I</b>	<b>RNT</b>
<b>Evelyn Rosengarten</b>	<b>Class IV</b>	<b>RNT</b>
<b>Brad Schrott</b>	<b>Associate</b>	<b>RNT</b>
<b>George Underwood</b>	<b>Class II</b>	<b>RNT</b>

## New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
<b>Lori Bechtold</b>	<b>6/23</b>	<b>D. Turlington</b>

## Congratulations!

<u>New Ratings</u>	<u>Type</u>	<u>Date</u>	<u>Instructor</u>
<b>Dave Michaelson</b>	<b>Private SEL</b>	<b>6/5</b>	<b>N. Craven</b>
<b>Wayne Blackler</b>	<b>Private SEL</b>	<b>6/5</b>	<b>D. Turlington</b>
<b>H. Wolvington</b>	<b>Comm MEL</b>	<b>6/12</b>	<b>Amir</b>
<b>Alec Parslow</b>	<b>Instrument</b>	<b>6/22</b>	<b>C. Thomson</b>

## 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	7/11	RNT
• <u>Airport Expo 2003</u>	10-5	7/26-27	RNT
• <u>Rich Stowell Emergency Maneuvers and Safety Seminar</u>	6:30p	8/12	RNT
• <u>Rich Stowell Flight Clinics</u>		8/12-13	RNT

## VOLUNTEERS NEEDED FOR RENTON

### AIRPORT EXPO 2003 - July 26-27, 10am-5pm

The Renton Airport Expo 2003 will take place on July 26-27. Renton Airport Expo 2003 is featured as one of the "Special Events" of Renton River Days. As we did last year, we plan to make the most of this opportunity to show off our fleet and try to attract prospective new members.

**When:** Saturday and Sunday, July 26-27

**Booth Hours:** 10 am to 5 pm

**Where:** Outside, just south of BEFA Hangar

BEFA volunteers are requested to staff the BEFA booth and to help set-up and dismantle the booth before and after the event. Several time slots are available! Please contact Rochelle Oslick, (425) 562-8280 or John Scarce, (206) 328-9868, for additional information about the BEFA booth activity. Online information about the Special Events (including the Airport Expo) are listed at: <http://www.ci.renton.wa.us/rrd/special.htm>. Other information and maps about the main Renton River Days event are here: <http://www.ci.renton.wa.us/rrd/index.htm>.

We also need a separate group of volunteers to escort passengers and marshal aircraft for the EAA Young Eagles Flights at the Airport Expo on both days. Some of you may remember from last summer that we also fielded volunteers to help the EAA Young Eagles. Contact Gary Pipkin at (425) 271-2009 or (425) 373-8134 for additional information.

Sign-up sheets for both sets volunteers will be posted at the BEFA front desk.

## From Your President Howard Wolvington

**Action Aviation:** I am sorry to report that on 6/30 I received a telephone call from the President of Action Aviation, Bill Wiles, and that he indicated that Action Aviation was going to cease all operations at the Renton airport. There are many details yet to be determined, and we will be working on alternatives and plans for the facility. We must also work to close issues with the City of Renton relative to our rights and obligations on our property.

**New Controller:** We have a new voice on the radio at the Renton ATC facility. Jo Crookston will be working Ground and Tower positions. Jo is a former FAA controller with previous experience at Colorado Springs and Boise. She has now joined the staff of Serco Management Services, Inc., the firm that provides ATC services to the FAA for the Renton Class D airspace. Welcome Jo!

**BEFA Aircraft Damage:** We did not have a good month for the BEFA fleet. As most C182 pilots know, both N735LH and N7568T were involved in accidents during the month. Walt's Operations Officer report contains more information about the fleet/aircraft status. Walt and Wes are working hard with Ace Aviation and our other suppliers to get these two aircraft back online, but their unavailability has had a big impact on flight operations. The Arrow is back online with a

nice upgraded leather interior, and many pilots who otherwise would fly a C182 are using it for their flights. The downside is that it has become much more difficult to schedule. The hourly usage rate has been raised effective July 1 to \$92 per hour. This decision was actually made by the owners prior to the loss of the C182 aircraft so that they have a better opportunity to fly their own aircraft.

I noted that the new leather in the Arrow has already been damaged by careless use of a pen in the cockpit. It is very easy for an open pen to mark the side panels, and it is difficult (but not impossible) to get it off without damage to the materiel. **PENS SHOULD NEVER BE USED IN BEFA AIRCRAFT – PENCILS ONLY!** Most BEFA members are pretty good about care of our fleet, but pilot decisions that lead to extensive down time make for big problems, and pilot decisions that lead to less serious, but still significant damage (such as the pen) also detract from the value and utility of our fleet. Let's all be careful out there!!

**Volunteers:** I have pointed out from time to time the importance of BEFA volunteer efforts. I must give special recognition to Bob Guthrie who has filled in during the last portion of June for Wes while Wes took some well-deserved vacation with his family. Bob was in the office for hours every day, including some time on his wedding anniversary. Our BEFA crew continues to do an outstanding job in the preventive maintenance activities of our fleet. Yet there are many other things to be done, and volunteers are badly needed. We have grounds that need maintenance – from tasks of mowing grass and trimming weeds to other maintenance jobs. We have acquired a string trimmer and it is stored in the hangar, and will shortly have a BEFA lawn mower there as well. If you are available for an hour or so before or after a flight, or on a day when flight is not prudent due to weather, please feel free to take on a string trimmer or mowing task. Eventually, every task that is not performed by a volunteer must be done by paid staff or outside contractors, that these costs must be reflected in our rates. Volunteers are a big part of keeping our rates under control and our flying affordable.

---

### From Your Operations Officer

#### Walt Cameron

I thought you might be interested to know what's happening to some of our aircraft, especially the ones you haven't seen for a while. As of 30 Jun 03, these are the stories.

As you may have heard, 735LH, the 182, sustained a prop strike while taxiing off-runway at Ranger Creek. This happened over the 7 Jun 03 weekend. The aircraft was AOG at Ranger Creek until Wes and Kurt Boswell from Ace Aviation were able to get to Ranger Creek and assess the damage. The poor WX conditions caused the trip to be held up until the following Thursday. They went with a ferry permit in hand. It was determined that the aircraft could be safely flown if the prop was dressed sufficiently and a preflight engine run-up

was successful. This was accomplished and Wes flew the aircraft back to RNT without incident. Currently, the engine has been removed and sent out for inspection, per regulations on prop strikes. It should be back to us in another week or so. A decision on whether to repair and reinstall the old prop or replace it with a new prop is under consideration by Honeywell. The aircraft is expected back on line about a week after the prop and engine are both in Ace Aviation's hands. Hopefully, the on-line date will be no later than 11 Jul 03.

As if the above was not bad enough, only a few days later, the 182RG sustained damage to the right wingtip, horizontal stabilizer, and right elevator, when the MLG collapsed during an aborted touch and go at Crest Airpark. There was also damage to two of the antennas mounted on the bottom of the fuselage. Current status is: the wingtip, stabilizer, and elevator have been received and are at Sunquest, at PAE, for painting. When they are ready, expect no later than 7 Jul 03, they will be taken to Crest where Ace Aviation will install them. The aircraft will then be ferried back to RNT for Ace to complete the post-accident checks to determine if any other damage was sustained. We hope to have the RG back in the air by 15 Jul if no other major damage is discovered.

Third, whew!! The 172XP, 736NN, is temporarily on wheels and flying. During a recent inspection at Ace, there was evidence of damage and considerable corrosion to the floats. They were removed and disassembled on 18 Jun 03. Seaflight Industries, in B.C., came and got the floats to assess their condition. The report and cost estimate is now in from Seaflight and the board, along with the float pilot community, is discussing options. Should we go ahead with the repair (maybe); should we buy new floats (very expensive); should we buy another set of used floats (unknown condition)? We expect to have a decision by 7 Jul 03. If the decision is to rework the floats, they should be returned to us about two weeks from the time the decision is conveyed to Seaflight. The aircraft would be back on floats within a few days of their arrival.

Otherwise, the rest of the fleet is in great shape.

A note about filling out flight squawks: Be as thorough with your description as you can. Write legibly. Put the yellow copy in the appropriate aircraft's tach book. Make sure the white copy goes in the basket on the counter near the tach books (at RNT). If the white copy is also left in the tach book, the maintenance people will not see it and the problem will not be addressed. Don't write in the spaces at the bottom of the page, that is the area that is filled out when the squawk is cleared.

If you have any questions, E-mail me or come visit when our BEFA crew does maintenance, Thursday evenings, 1700, and Sundays, 1600. Or come give us a hand, you might learn something new and useful about the aircraft you fly.

---

## BEFA Elections Coming

By Bill Shepherd

The annual elections for members of the BEFA Board of Trustees will be held in October to fill the jobs of Vice President, Treasurer, and Safety Officer. The nominating committee is beginning its search for qualified candidates for these important positions. If you have an interest in one of them, or know of an individual who you wish to recommend, please get in touch with the nominating committee chairman Bill Shepherd who can be reached through a message left at the Renton office, by e-mail (william.b.shepherd@boeing.com or trollwmn@centurytel.net), or by phone (206 544 5389 wk, 206 463 2176 hm, 206 200 2716 cell).

Relevant experience related to specific duties of the position sought and some familiarity with BEFA management issues is helpful, but not mandatory. The treasurer is expected to track BEFA's financial performance (with the help of accounting) so that a background related to finance is a definite asset. Similarly, the Safety Officer is responsible for flight safety issues, and is BEFA's point of contact with the CFIs, so this position has traditionally been held by a CFI (with some exceptions).

October will be here well before we are ready for it, so please respond soon. The nomination process will be completed in September to support the election schedule.

---

### 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:

- John Scearce and Frank Marshall, for taking the meeting minutes and filling in as Secretary at BEFA Board meetings.

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 to fix the dripping faucet by the coffee machine.
- Someone to spray paint the BEFA reserved logos on the aircraft parking spots, we have the templates.
- Volunteers needed for yard work at BEFA

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!

---

### From Your Safety Officer

Mike Sievers

Some of the duties of the safety officer require consultation with the BEFA Safety Steering committee and, when applicable, this information and/or recommendations are presented to the BEFA board to assist in making decisions regarding safety or instructor issues. Since it is possible through the election process that some, or all of the board members need not be instructors, recommendations from experienced members of the club are vital in order to provide information to make such decisions. Over the past few years I have occasionally been asked who sits on the steering committee. Through recent board actions and additional questions regarding the steering committee make-up, it occurred to me that most BEFA members, and even some board members, might not be familiar with the safety committee representation available. I believe that it is high time that the BEFA membership be aware of this valuable resource. After a quick review, I found the following about the Safety Steering Committee members:

**Ray Castro** – Ray is an FAA employee assigned to Boeing and has flown every commercial jet the company has ever made as well as the model 247. He became a member of BEFA in 1998 and has been on the Safety Steering Committee since that time. He began flying in 1958 and has over 15,000 hours of total time, of which over 5,000 is instructor time. Ray has consistently volunteered his time to provide ground instruction during the spring refresher programs, presentations at various CFI quarterly meetings, and special seminars BEFA.

**Norm Craven** – Norm came to BEFA in 1973 and attained most of his ratings through the association. He has about 2,800 flying hours, of which about 1,400 is CFI time. He served on the Safety Steering Committee since 1998 and has been with BEFA long enough to have seen where we have been, where we are going, and what we should avoid. As with

all of the steering committee members, Norm has always made himself available to assist the steering committee and members in general with any issues needed.

**Bob Guthrie** – There are probably more people within BEFA who have Bob listed in their logbooks than without. Bob has been flying since 1948 and has been with BEFA since 1971. He has about 3,600 total flying hours with about 2,000 of that being CFI time. He was asked to serve on the Safety Steering Committee in 1995. In addition to this, he has also been at the forefront of continued service to BEFA by participating on the BEFA board as Safety Officer from 1997 to 1999, providing help with airplane acquisition, and promoting the best interests of the association. He has been instrumental in the re-introduction of the Citabria back into the BEFA fleet as well as the promotion of tail-wheel and acrobatic operations.

**Wes McKechnie** – Wes came to BEFA in 1986 as a student and has attained most of his ratings through BEFA. He has been a flight instructor here for many years with approximately 8,000 instruction hours and over 9,000 flight hours. He has a strong commitment to maintaining BEFA's standards and continually gauges our reputation within the Puget Sound area. Currently he is employed by BEFA as the operations manager and frequently puts in more hours than he gets paid, often taking on jobs beyond his job description. He is always available to help anyone and answer any questions regardless of his workload, sometimes at the expense of time with his family. He puts in the same amount of dedication and extra effort in his work with the Safety Steering Committee. I would like to point out that Wes' flight hours above are low estimates based on previous information. Wes was not available at the time of writing as he was on his first vacation with his family in 6 years.

Totaling up the experience time, I found that there are over 145 total flying years available to us, of which over 85 years were flown with BEFA. Total flying time is over 30,000 hours with a total instruction time of over 15,000 hours. This amount of internal experience available is a tremendous resource that any flying organization or FBO would love to have. All of the above committee members have served without the expectation of anything other than the best interests of the association. They have seen BEFA through the good times and bad, some experiencing the early growing pains and the more recent days of near FAA shutdown. While their flying hours and years are substantial, there is also the experience of seeing BEFA grow, and know first-hand the good paths taken that got us where we are today, as well as the paths best not taken. This experience itself is a gold mine because it is one that can be readily tapped to help BEFA avoid making similar mistakes in the future. The Safety Steering Committee has consistently provided information to your board for the express purpose of maintaining the high standards BEFA meets, which translates into lower insurance premiums as well as a safe record and relationship with the FAA. A message of thanks and gratitude is long overdue for these four individuals and the work they have performed, only

a portion of which was mentioned above. Specifically, they have my appreciation and thanks as safety officer.

---

## Spring Refresher Clinic Big Thank You!

By Mike Sievers

Spring is usually a busy time for the safety officer with the Pinch Hitter and Spring Refresher sessions to organize. And the "non-routine" work related situations (the Boeing 307 repair for example) did not help my schedules. I very much appreciate the following CFIs for stepping up to help the membership by donating their time for the Spring Refresher this year:

Ray Castro for conducting the ground training, and Dan Turlington, Matthew Ray, and Sandy Urquhart for providing the flight time to the refresher group. Your help was a big help!! Many thanks!

---

## Exclusive for BEFA Members: Safety Seminar and Flight Training Clinic by Rich Stowell, August 12 & 13, 2003

By Rochelle Oslick, CFI

*Exclusively for BEFA Members:* Rich Stowell, a nationally-recognized CFI and NAFI – Master CFI-Aerobatics, FAA Aviation Safety Counselor, and author of books and videos on Emergency Maneuver Training will be conducting a FREE Safety Seminar and Flight Training Clinic on August 12 & 13, 2003. This is a rare opportunity you won't want to miss!

Rich will present a FREE Safety Seminar for BEFA members on Tuesday, August 12th at 7 pm in the hangar. Seminar Topics are "Emergency Maneuver Training -- Controlling Your Airplane During a Crisis" and "Landings – The Good, the Bad, and the Ugly". Come for pizza and soda at 6:30 pm before the seminar. Please sign-up for the seminar at the BEFA front desk (so we know how much pizza to order and many chairs to set-up).

On both August 12th & 13th, Rich will provide flight instruction in BEFA's Citabria on unusual attitude recovery techniques and aerobatics. Flight training is open to all BEFA members (within Citabria Weight & Balance limitations). Very limited space is available, but we'll have an "alternates" list.

Please contact Rochelle Oslick or Bob Guthrie for additional information.

---

## My Trip to Moffett Field

By Al Sipe

Years ago the club had an old, low time Cessna 210 available at a very good rate. I hatched the idea of using it on one of my many trips to Edwards AF base, letting the company pick up at least part of the cost of my flying habit. Unfortunately it had a gear problem and was taken out of service before I could make

the trip. Since then I have been watching for a similar opportunity.

In April, I needed to go to NASA Ames at Moffett Field (near San Jose) for a meeting. I started thinking that this might be my chance. A quick look at Airnav.com said it was 602 nm from Renton, WA to Palo Alto, CA. The 182 RG could do that trip in about 4 hours. On first blush this just might work.

### Planning

We pilots always start off with the flight planning part. It turned out that was the easy part. I used Airnav.com for the first look. I then switched over to Fltplan.com for the serious planning. Landings.com provided a first cut at airplane performance since I did not know whether I would be able to get the 182RG, 182 or the Arrow.

The hard part came with the Boeing travel hoops. I first booked the trip as if I were going by air. This provided hotel reservations and pricing quote for the airfare. This is necessary because the Boeing Travel Handbook ([http://finance.whq.boeing.com/Controller/costaccounting/ta/travel\\_policy.htm](http://finance.whq.boeing.com/Controller/costaccounting/ta/travel_policy.htm)) sets the rules for use of privately owned aircraft. It boils down to 3 items. Signature of a VP, proof of insurance, and Boeing will pay the LESSER of the cost of a nonrefundable airline ticket or the actual cost of the flying yourself. The VP signature took some work. The insurance was easy but required a trip to the club to make a copy of the insurance contract. The cost was straightforward but since the policy requires additional hoops for taking passengers, I decided to justify the cost difference with the rationalization that I would just spend the money flying anyway.

Meanwhile the trip moved to the middle of May but that helped by giving me more time to get the planning in order. By the time I got all of the permissions, the RG was already booked so I had to settle for the Arrow. It did a fine job and is a little cheaper per mile albeit a little slower than the RG. The speed and fuel capacity of the Arrow meant I would need to stop at least once each way.

While doing the flight planning, I came across an entry for Moffett Field. It said Private – Prior Permission Required. Since my meeting was within sight of the runway at Moffett, I started calling to see what would be required to get Prior Permission. It turned out that a couple of phone calls, a Hold Harmless form, and a government insurance form was all that was needed.

### Trip down

The trip to Moffett field was highlighted by a beautiful day. The first leg down was flown IFR from RNT to Aurora, OR. I filed IFR just for practice. I stopped for fuel and to visit a friend who owns AVROTECH. They make flat panel displays for avionics.

The next leg was down to Calusa, CA. I could have made Moffett field but they have only JP-8 for fuel and the Arrow doesn't like it. Besides, it was getting dark and I like full tanks in the dark. From there it was Flight Following in to the Bay Area. Oakland Center asked if I had a VFR GPS and when I replied affirmative, he cleared me direct to Moffett. Moffett Tower cranked up the lights when I was handed off and cleared me for landing on 32R. Then they directed me right up to the

red carpet in from of the tower. I found out later that President Bush had been there the week before and received the same treatment. My only regret was that the pictures I attempted while landing and departing didn't turn out because I was too busy flying.

### Trip Back

The trip home was less about planning and more about flying. The forecast for the Bay Area was for good weather with a little wind out of the north. I decided to file IFR thinking it would help work me through the complex airspace out of the bay. Bad choice. First I sat at the hold short line for 15 minutes waiting for an IFR release, then I got the scenic tour of the East Bay area. When I was finally handed off to Travis AFB, the controller said "Do you want to go to Sacramento?" When I said no, he responded "then go ahead and intercept V195 and resume own navigation." Other than some bumps over the Siskiyous, the flight to Medford, OR was uneventful.

The flight from Medford to Renton was more interesting. The forecast called for scattered cumulus between 3 and 10 thousand feet all along the route with a few thunderstorms. The freezing level ranged from 6 thousand in the south to 4 thousand in the north. An Airmet for moderate icing was also up. The briefer suggested that filing IFR and staying fairly low should provide the best passage.

To get north out of Medford requires climbing over some high terrain and the IFR minimum altitude is 7 thousand. 10 miles north of Medford found me cleared to 8 thousand and entering cumulus clouds. It wasn't bumpy but I had to deal with some good up and down drafts. North of Roseburg, Center allowed me a block altitude to deal with the drafts. While popping in and out of the scattered cumulus I could see a larger thunderstorm over Portland and another smaller one around Astoria. ATC let me deviate around a couple of dark looking cumulus. Once north of Olympia, I descended below the clouds and received a visual approach into Renton.

All totaled, the Hobbs showed 11.6 hours for the trip. That works out to about 103 knots. In fact the Arrow does about 135 knots. The considerable ATC rerouting and a rather long runway hold at Moffett accounted for the extra Hobbs time.

---

### Classified Ads

<p><b><u>For Sale:</u></b> Garmin GPSMAP-195, all accessories, like new, \$600 obo. Call Bob Kenin 425-227-9405</p>
---

**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](mailto:chuck.malmsten@boeing.com)

**BEFA office Email:** [befa\\_office@mindspring.com](mailto: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>

**Officers and Staff**

<b><u>President</u></b>	<u>Howard Wolvington</u> 94-34 <a href="mailto:hwolvington@earthlink.net">hwolvington@earthlink.net</a>	Hm: 425-837-9567 Wk: 425-761-4729 Fax: 425-234-3651
<b><u>Vice-President</u></b>	<u>John P. Searce</u> 7M-HC <a href="mailto:john.p.searce@boeing.com">john.p.searce@boeing.com</a>	Hm: 206-328-9868 Wk: 425-957-5158 Fax: 425-957-5050
<b><u>Treasurer</u></b>	<u>Lawrence Day</u> 7M-PM <a href="mailto:lawrence.day@pss.boeing.com">lawrence.day@pss.boeing.com</a>	Hm: 425-865-8624 Wk: 425-957-5039 Fax: 425-865-3498
<b><u>Ops Officer</u></b>	<u>Walt Cameron</u> 94-35 <a href="mailto:wmcameron@msn.com">wmcameron@msn.com</a> or <a href="mailto:walter.cameron@faa.gov">walter.cameron@faa.gov</a>	Hm: 425-643-0947 Wk: 425-917-6460 Fax: 425-234-3651
<b><u>Safety Officer</u></b>	<u>Mike Sievers</u> 2M-13 <a href="mailto:Michael.W.Sievers@Boeing.com">Michael.W.Sievers@Boeing.com</a>	Hm: 425-227-0703 Wk: 206-544-9779 Fax: 206-544-9751
<b><u>Secretary</u></b>	<u>Matt Malkin</u> 45-13 <a href="mailto:befa_secretary@mindspring.com">befa_secretary@mindspring.com</a>	Hm: 206-216-0679 Wk: 206-655-3757 Fax: 425-234-3651
<b><u>Office Staff</u></b>		
<b><u>Ops Manager</u></b>	<u>Wes McKechnie</u> 94-35 <a href="mailto:befa_ops@mindspring.com">befa_ops@mindspring.com</a>	Hm: 206-932-2935 Wk: 425-237-2332 Pager: 206-540-7720
	<u>Mike Lunning, Diana Cassity</u> <a href="mailto:befa_office@mindspring.com">befa_office@mindspring.com</a>	Wk: 425-237-2332 Fax: 425-234-3651
	<u>Darlene Jaymen</u> <a href="mailto:befa_account@mindspring.com">befa_account@mindspring.com</a>	Wk: 425-237-2332 Fax: 425-234-3651
<b><u>Maintenance</u></b>	<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
<b><u>Everett</u></b>		
<b>Office</b>		Voice 425-717-2332 Fax 425-717-2336
<b>Maintenance Mgr:</b>	Larry Fields	Wk 425-266-9787
<b>Facilities:</b>	Oscar Naimi	Wk 425-342-8853
<b>Safety Mgr:</b>	Sandor Paulay	Wk 425-342-5511
<b>Membership:</b>	Don Russell	Wk 425-266-4598
<b>Communication:</b>	Don Russell	Wk 425-266-4598
<b>E-mail DL:</b>	Moliere Francois <a href="mailto:moliere.francois@boeing.com">moliere.francois@boeing.com</a>	Wk 425-342-6784
<b><u>Newsletter Editor</u></b>		
	Marissa Singleton	Wk 425-373-2686
	M/S 7X-70 <a href="mailto:marissa.k.singleton@boeing.com">marissa.k.singleton@boeing.com</a>	