



# BEFA Newsletter



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

840 West Perimeter Road, Renton, WA 98055

## Welcome New Members!

<u>Name</u>	<u>Class</u>	<u>Location</u>
Tim Veryioglou	I	RNT

## Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Lis Demco	1/5	CFI	K. Davis
Lori Bechtold	1/13	Private	Turlington
Joost List	1/21	Instrument	K. Davis

## 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	2/20	RNT
• <u>NW Aviation Conference,</u> Feb 21-22, Puyallup Fairgrnds			
• <u>BEFA Crab Feed</u>	5:00p	2/28	RNT
• <u>Pinch Hitter Class</u>	6:00p	4/12	RNT
		And 4/14	

## From Your President By Howard Wolvington

**Moving Up:** BEFA members who have sought careers with the Airlines seem to be having good success. In January, BEFA CFI Scott Frostad successfully completed the transition to 737 Captain at Frontier Airlines. Other BEFA members have been hired in the Regional or Part 135 Carriers. This past summer, Chris Miskell was hired as a First Officer to fly Beech 1900s at Hageland Aviation in Alaska, and late in 2003 Kris McKelvey was hired as a First Officer to fly an EMB120 Brasilia at Skywest Airlines (i.e., United Express). I like to believe that some outstanding training and experience at BEFA at some point or other contributed to these results.

As I look at the records as published in the 2003 Newsletters, many other BEFA members became pilots or acquired additional ratings last year. The totals for 2003 were as follows: 2 ATP, 2 CFI additional rating, 2 Initial CFI, 3 Commercial MEL, 1 Commercial SES, 7 Commercial SEL, 7 Instrument Rating, and 23 Private SEL. Congratulations are in order to all of these members.

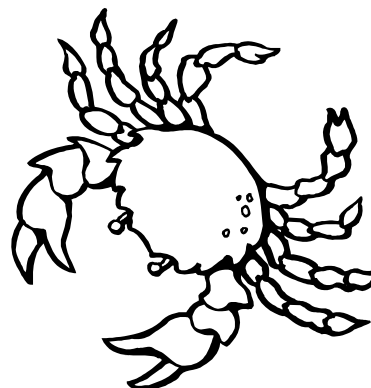
None of us should be satisfied with our flying proficiency. Like playing a musical instrument, flying is something that needs to be practiced with some regularity. The addition of a

certificate or rating is not only rewarding, but increases the utility of our airplanes and the overall safety of our flying. If you have not gotten a new certificate or rating lately, consider contacting one of our CFIs and getting one started.

By the way, I understand the current Private Pilot and Instrument Rating ground schools that were begun in January are both full. We can expect a new crop of pilots working on the Private rating in the spring, and there should be some more instrument-rated pilots as well. I think that this is a sign of a healthy BEFA.

**Fuel Disposal:** For many years general aviation pilots have sampled their fuel tanks, and then disposed of the sample fuel by throwing it on the ground or grass. It is becoming more apparent that this is not an environmentally responsible thing to do. An excellent article on this subject was published in the March 2003 AOPA, <http://www.aopa.org/members/files/pilot/2003/mrt0302.html>. While we were using the Boeing ramp last year during taxiway construction, we were prohibited by our agreement with Boeing from dumping any fuel on the ramp. We established some portable gas containers in which to deposit the fuel and the process worked OK. We still have these containers stored by the Renton oil cabinet and are acquiring a container for PAE as well. While we have not yet implemented changes to our Rules and Procedures to require disposal of sample fuel via these containers, it appears that this would be a good idea. I encourage members to commence this process while we consider formal procedures, examine the GATS jar, and put in place a formal program for disposal of fuel samples.

## BEFA Crab Feed and Membership Meeting By John Scarce, BEFA Vice President



The next annual BEFA crab feed is scheduled for Saturday, February 28, 2003 at 5 PM in the Renton hangar. The date was selected to avoid a conflict with the 2004 Northwest Aviation Conference and Trade Show. Please sign up at the Renton office or notify

the BEFA Office staff if you will attend, and to say 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 a meal of succulent shellfish, salad and some optional servings of chicken, then present the annual awards, allow the BEFA Board members a few minutes to update you on association business and generally encourage the association 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 with the following Crab Feed Tasks:

- Acquire and deliver 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 childcare, plus games and toys for the kids to play with
- Assemble crew to clean the hangar floor on or before Sunday, February 15
- Move planes and tidy up hangar early on February 28
- Set up tables and chairs on February 28
- 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. I saw a report that the sport crab fishery closed as early as October 15 this year due to early depletion, so the crab may be expensive or hard to find. <http://www.outdoorcentral.com/mc/pr/03/10/09e3.asp>. Please assist if able.

The price of the feed this year will again be \$15 per adult, by cash, check or BEFA association 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 2004 Crab Feed bash. **MARK YOUR CALENDARS!**

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### **Volunteer Opportunities: BEFA to Host Booth at 2004 Northwest Aviation Conference** **By John Scarce, BEFA Vice President**

The Boeing Employees Flying Association will host a booth at the upcoming "21st Northwest Aviation Conference & Trade Show" on February 21 & 22, 2004, at the Western Washington Fairgrounds in Puyallup. The booth space costs money, but attendees get in free. This conference is a great place to meet pilots and flight instructors from all over the Northwest, often including several from BEFA. It is also a BEFA marketing opportunity, so we are looking for BEFA

member volunteers to staff the booth for any part of the two-day conference. The work is fun and easy, only requires your time to hand out literature and talk about your flying interests, so please help out if you can. A sign-up sheet will be available in the BEFA office, or you can call the BEFA staff to sign up, or even call me directly at 425-957-5158.

For more information about the conference, please see their web site:

<http://www.washington-aviation.org/NAC&TS.html>

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### **Safety and Operations Briefing**

**By Wes McKechnie, BEFA Operations Manager**

#### **BEFA EMERGENCY CREW UPDATE**

Per last month's article on the same, we've now updated the BEFA emergency helper list. This is a list of BEFA members that live very close to RNT and PAE airports who would provide manpower in case of heavy snows, winds or in the case of RNT, flooding.

These people help check on the fleet when the Staff is unable to get to RNT and/or PAE airports due to snow etc., or assist the Staff in securing the fleet in high winds, moving in case of floods, or snow removal from severe ice/snow storms. (See last month's January 2004 BEFA Newsletter "BEFA EMERGENCY VOLUNTEERS" for more specifics). If you'd like to volunteer, please let me know.

#### RENTON AIRPORT

George Johnson	(206) 772-1253
Joe Avila	(425) 227-0973 or (c) 206-290-3821
Maynard Winchester	(425) 228-0731 or (425) 591-3371
Jack Yager	(206)722-0254 or (c) (206) 261-2858
Jeff Pelton	(206) 818-7404

#### PAINE AIRPORT

Mike Dubbery	(425) 776-6338 or (425) 239-3630
Larry Fields	(425) 232-4380
Moliere Francois	(425) 430-6140 or (425) 891-5156
Sandor Paulay	(425) 338-2855 or (425) 342-5511

Thanks for your assistance.

#### **ME-262 TOUR AND B-52 CRAWL THROUGH**

Well, right now there is only one taker on the ME-262 tour and possible B-52 crawl through announced in the December Newsletter. We'll keep the door open and when we get enough interest we'll see about setting it up. Please contact Wes if you're interested.

#### **GRIEVANCES**

- 01/10/04 5344K Gust lock left off, lights left on.

**Notes From The Office**

**‘Attaboys For Our Volunteers**

Your fellow members continue to pitch in to keep us running smoothly, often saving money in the process. This month we thank:

- Maynard Winchester for making new ladders for the ramp
- Matt Ray (CFI), Liz Demco (CFI), Dan Turlington (CFI), Kip Davis (CFI) and Howard Wolvington (CFI) for helping staff stuff and collate invoices.
- Bonnie Cole for bringing in muffins.
- Bill Walker for providing a ride.
- Harlan Zentner for helping with database and moving planes.
- Jim Gannett for making a parts run.

VFR and tailwinds to all of you for your generous support!

**Volunteer Help Is STILL Needed**

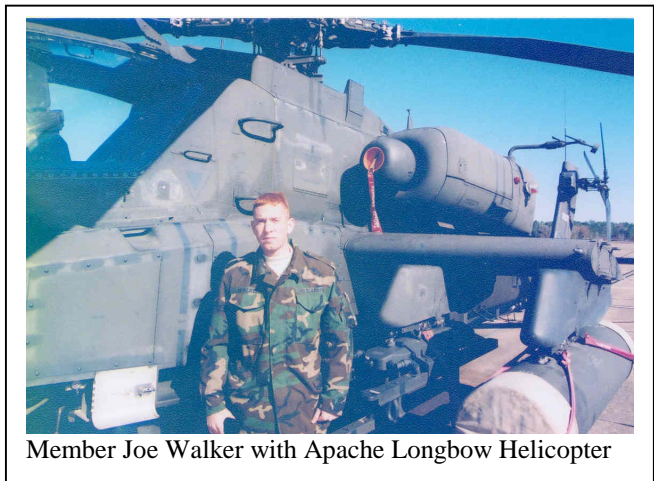
BEFA has a regular need for volunteer help. Unfortunately, Boeing work demands are making it increasingly difficult to provide community service. BEFA has many needs and cannot satisfy them without member help. If you can contribute, please call the office to volunteer. Some of the things that require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

- AIRCRAFT WASHERS/POLISHERS NEEDED!!
- Someone to help install a blower fan and vent for the upstairs classroom.
- Helpers to assist the Crew in a regular once a month cleaning of the hangar.
- Bamboo rollup type sunshades needed for the office.
- Someone to properly wash several sheepskin covers
- Volunteers needed for yard work at BEFA.
- Donation of a silent air-conditioner.
- Construction volunteers to fix up the old upstairs Action office space into a nice BEFA pilot lounge
- Needed for lounge project; 2 – 3 X 6 sliding windows, 20 sheets of 4 X 8 X ½” drywall, Joint compound, tape wallboard sealer, 25 – 2 X 4” studs and 3 full packages of R-15 insulating batting (7 batts per package).
- Painters for the Renton buildings exterior.
- In the old downstairs Action space we need some minor wallboard repair, vinyl-flooring replacement in the two small bathrooms, carpets cleaned and some painting done. Anything you could do would be appreciated.
- Someone to patch a hole in the North hangar building wall to keep the rats from the furnace room.

If you can head up or help on any of the above projects please let Wes know. Your efforts are greatly appreciated!

**Flying the Apache Longbow Helicopter  
By Joe Walker, Warrant Officer, U.S. Army**

*Note from Wes McKechnie: The following is an article from Joe Walker, a BEFA member. Joe's Dad, Bill, (who was the 2000 member of the Year) joined BEFA a few years ago and Joe learned to fly here at BEFA. Both Joe and Bill are also accomplished scuba divers as well as pilots, partaking in sanctioned archeological dives and have made more than one discovery that's been in the newspaper and TV. Many of us remember when Joe was a thin redheaded kid who did not look old enough to drive a car let alone fly. This article, and others to follow, gives us a slice of Joe's ascent up the military flying ladder and a chance to share with Joe and the Walker family both the joy, pride and concerns of his chosen service. Joe went in the Army with his Private License, acquired here at BEFA, and he actually wound up helping out in his Army flight classes and graduated in the top of his class allowing him to choose which aircraft he wanted to fly. We wish Joe and his family all the best as we follow along on his adventure.*



Member Joe Walker with Apache Longbow Helicopter

As I walked around the aircraft with checklist in hand, the instructor pilot quizzes me on different parts and components. I have a tingly feeling all over. As I step up the foot panels to inspect the top of the aircraft I'm just amazed how big this thing is. Turbine engines scream in the air as they are spooled up in the aircraft next to us, the warm smell of burning JP-8 wafts through the air. My mind drifts to 11 months ago riding down a bumpy road in a cattle trailer on my way to basic training, shoulder to shoulder with people just as scared as I was.

I left for basic training on the 21st of January. I arrived at Ft. Sill, Oklahoma the next morning. There, I spent 10 fun-filled weeks on road marches, running, push-ups, qualifying on the M-16, the gas chamber, learning how to lead a group and follow orders, and endless hours of marching drills. I graduated on April 3rd with two other guys headed for

Warrant Officer school, and flight training after that.

Warrant officer school is located at Ft. Rucker, Alabama. I had my first introduction to the south, saw my first flying cockroach (and flying cockroach on a string - it's a cheap form of entertainment down here), banana spider, water moccasin, boiled peanut, that stuff they call grits and fire ants. You never know how fast you can do 50 push-ups until there is a fire ant nest next to you. I received my warrant on 6 June, 2003 and started flight school the following Monday.

There are three main phases of flight school, you start out in primary, learning to hover and control the helicopter. Everyone starts out in the Bell 206 Jet Ranger, a fun aircraft to fly that constantly demands input from the pilot. The first couple of times you hover, you get 'Wiley Coyote syndrome' - Wiley Coyote is fine running off the end of the cliff after the Roadrunner until he looks down and realizes he is hanging out in space. We all had the same problem - we were fine until we realized we were hovering without our instructors' help, and then we almost crash. After almost killing my instructor a few times I got the hang of it. I'm surprised the instructors hold up as well as they do - most of them flew in Vietnam, and a few in the Korean War. Needless to say, they make some of the guys around BEFA look like spring chickens. We wondered if some of our instructors could make it out to the aircraft without needing supplemental oxygen or a defibrillator cart.

In the 10 weeks of primary flight training, you learn straight and level flying, hovering, autorotations (they are a blast by the way), hovering autorotations, run on landings, hydraulics-off landings and confined area operations. The next phase is instruments - some of the biggest lessons learned here are cockpit management, crew coordination and how unreliable forecasted winds aloft can be. Here we got our introduction to flying in the clouds, instrument rules, differences between military and FAA flying. We flew radar vectors, direct navigation, holding patterns, ILS, PAR, LOC, ASR, VOR, and NDB approaches.

After instruments, you can go onto basic combat skills in the Jet Ranger, or into an advanced aircraft such as Chinook, Blackhawk, Kiowa Warrior, or Apache Longbow. This is the phase I am in now, learning to fly the Longbow, I'm still in shock every time I see it, I've always wanted to be a military pilot. Now, I finally have my chance.

"It's just like any other aircraft," I tell myself to keep calm. In reality, it is not just any other aircraft. The AH-64D Longbow is specifically built for one purpose - to attack. It is the most advanced helicopter in the world. And my helicopter experience thus far has been a little more than 100 hours in a Bell 206 Jet Ranger. Seems like only yesterday when I was the shy red-haired kid learning to fly at BEFA, just old enough to solo my voice, barely deeper than a soprano. Now six years later, just a few months past my 21st birthday, I'm learning to fly a \$30 million aircraft. I thought it was cool enough when I was fitted for my helmet, I was told to be careful with it, for they cost about \$14,000 a piece.

With the preflight finished I call to my instructor "All set sir!"

"Good, maybe I'll even let you drive," he replied. The run-up takes about 30 minutes, we are busy setting switches, starting the APU, engines and running diagnostic checks of the systems and flight controls. The Longbow has a glass cockpit modeled after the F-15E Strike Eagle, so sitting in the pilot seat feels pretty impressive. We taxi to take-off and with a smooth pull up on the collective, we break ground and start to accelerate. The feeling is pure power at your touch.

I wanted to yell for joy in my headset. We climbed to about 800' AGL and head out to the practice area. This aircraft is unbelievable - the winds aloft were reported at 330 at 30kts and this ride was smooth. The faster we went the smoother it got, it just gives a sense of power and control.

"Ok, you have the controls," my instructor commands. "I have the controls." I reply. I take the controls and just freeze my hands in position. My IP tells me to turn right, and I start a shallow bank. "No, bank harder," he said. So, a little steeper I turn. "Still harder," he commands, and I put in more bank. Looking out the window straight down to the ground, my eyes are pretty big.

"Now, pull back." With my IP's aid, we start pulling, I get pushed down into my seat and my head gets heavy - man what a cool ride. After the turn, my IP noses the aircraft over and we go weightless. I instinctively grab the 'oh crap' handles on each side of the canopy top. "Oh, so that's what those are for," I think to myself.

We dropped (literally) down low for some Nap of the Earth flying. This is the bread and butter of Army flying, and the Longbow is great at it, banking and turning through a riverbed at over 130kts, like it was on rails. We flew around for about an hour before we head back to base. When we landed I was smiling ear to ear, totally in love with my new aircraft.

When we got back to the briefing room the news was on, another helicopter was shot down in Iraq. Up until now, flying has been all fun and games, and hard work, yes, but not yet with the mindset of war. Now the three other men in my class and I are training in the aircraft we will take to battle.

The Longbow class that just graduated had 2 weeks leave and then was sent to the desert. The halls we walk through are covered with pictures, murals, names and faces of those who flew before us, fought before us, and died before us, before we were even born. I am the youngest in my class by about 4 years. I still feel like a kid a lot of the time but I guess most of these guys around here are still kids at heart - unwilling to get a desk job, so they continue living out their childhood dream for as long as the flight surgeon allows. But no matter how young or old we get, no one forgets what our purpose is, and that one day, people will depend on us. I am proud of my choice, proud of the aviation community, and most of all, I am proud to serve my country.

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### **Attention Aerobatic Pilots – Parachute Seminar By Rochelle Oslick**

The Alan Silver Parachute Seminar, hosted by Paraphernalia Parachutes, is coming to Arlington on March 20th!! This is

an incredibly informative seminar and will greatly enhance/refresh your knowledge of every practical aspect of emergency bailout and parachute selection, operation, deployment, storage, and care. I have been to Alan's seminars the past two years - He's an interesting and entertaining speaker. All BEFA aerobatic pilots should try to attend this seminar.

Also, it's quite likely that the FAA will grant acceptance to Alan's safety seminar as fulfilling one of the requirements of the Pilot Proficiency Award Program (WINGS Program), so come out and earn your WINGS.

**TIME:** 10am to 1pm, Saturday, March 20, 2004

**PLACE:** The Boys & Girls Club, 18513 59th Avenue NE, Arlington, WA 98223 (it's across the street and 1000ft north from the East entrance of Arlington Municipal Airport---AWO)

Please feel free to FLY IN to AWO!! It's a VERY short walk to the meeting place.

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### **From Your Safety Officer By Mike Sievers**

One of the skills that a pilot needs to develop is the use of good judgment. Having good judgment means that a pilot is less likely to need high skill levels to extract himself/herself from a predicament. Frequently such predicaments are of the pilot's making. This makes it even more important to recognize when the risk outweighs the reward.

The following student pilot mishap could not really be called an accident because the outcome could easily be foreseen. It also clearly shows how, when scared, a pilot can take an "administrative problem" and turn it into a serious situation by adding insult to injury. Thankfully, few student pilots are inclined toward the example below. However, it happens often enough that there is an obvious message to be passed along to the more impulsive types who might be inclined to first create a problem and then compound the judgment error. The end result of this accident was that a Cessna 150 was substantially damaged during take-off and the student pilot and one passenger suffered minor injuries. But there is more to the story. Night visual conditions prevailed for the local flight, which departed at about 10pm. Witnesses observed the airplane "buzzing" the town at treetop level for more than 30 minutes. According to the local FBO, the student pilot "was not authorized to use the aircraft," and the local authorities were alerted. The airplane returned to the airport for landing, and as it taxied into the parking area, it was approached by police officers. The student pilot, seeing that his antics had not gone undetected, decided to make a run for it. The student made his third bad choice for the evening by electing to evade the law enforcement officers and begin a take-off roll from the departure end of the runway. The

airplane was observed in a pronounced nose-high attitude, and it subsequently stalled while attempting to become airborne prior to reaching the airport perimeter fence. The airplane came to a rest on its nose.

The student pilot and his female passenger were taken into custody and delivered to the local hospital for treatment of minor injuries. Post-accident examination of the airplane revealed structural damage to the wings and fuselage. The NTSB noted that repeated attempts to obtain a complete pilot report from the student were unsuccessful. The accident report did not list the student's flight time or background, but it is clear that the pilot did have some level of skill to avoid crashing the airplane during a night flight at low altitude and then complete a successful night landing.

But skill clearly was not enough. Being a pilot means more than just having good hands. It means having the discipline to operate within the rules; whether that is the FARs, FBO, or association rules. We don't know where the student was in his training process, but he probably did not have far to go to complete his certificate. Once he earned his certificate, the night flight with a passenger would have been perfectly proper (although the buzzing part is not necessary to impress passengers, is illegal, irritates people on the ground, and sometimes ends in disaster). We also don't know the outcome to the story, but either the student completed training after paying his debts to society and the FBO, or he decided that he was not cut out to be a pilot. Perhaps someone else made that decision for him.

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### **Pinch Hitter Class on April 12 and 14th By Mike Sievers**

BEFA will be offering a two-night "Pinch Hitter" class on April 12th and 14th 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 be 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 held on Monday April 12<sup>th</sup> and Wednesday April 14<sup>th</sup> at the Renton office from 6:00pm - 8:30pm, taught by a BEFA instructor. 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 office to sign up.

**Stalls and Spins with Rich Stowell  
By Rochelle Oslick**

Rich Stowell will be presenting a seminar on Stalls and Spins on Saturday, Feb 21st at 4 pm at the NW Aviation Trade Show in Puyallup. This seminar will be interesting for all pilots, from students to experienced flight instructors. While he is in the area, he'll also be flying with BEFA members in the Citabria (if the weather cooperates). The flight schedule filled up quickly and is posted at BEFA, for those who signed up. There's space on the bottom of the schedule for alternates to sign-up. Contact Rochelle Oslick, (425) 562-8280, for additional information.

**Classified Ads**

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

**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>

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	<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>Maintenance</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>Everett</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>Newsletter Editor</b>		
	Marissa Singleton	Wk: 425-373-2530
M/S 7X-40 <a href="mailto:marissa.k.singleton@boeing.com">marissa.k.singleton@boeing.com</a>		