

# ✈ BEFA Newsletter ✈

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

840 West Perimeter Road, Renton, WA 98057-5346

### New Solos!

<u>Name</u>	<u>Date</u>	<u>Instructor</u>
Doug Morfeld	12/5	Lancaster

### Congratulations!

<u>Name</u>	<u>Date</u>	<u>Rating</u>	<u>Instructor</u>
Tim Veryioglou	12/11	MEI	Page/ Wolvington
Ingrid Abendroth	12/16	Comm ASEL	Kirby
Matt Litke	12/30	Private	Hickman

### 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>Bath and Bar-B-Que</u>	TBD	TBD	RNT
• <u>Board Meeting</u>	5:00pm	1/16	RNT
• <u>Instrument Ground School</u>	Eves.	2/9	RNT
• <u>JeppView/FliteStar Class</u>	5:30pm	1/9	RNT
• <u>Private Pilot Ground School</u>	5:00pm	1/20	RNT

**From Your President  
Bob Ingersoll**

### THANK YOU FRANK

It's a pleasure for me to open this newsletter with a great big "THANK YOU", to Frank Marshall. He has done an outstanding job of leading BEFA these past four years. His leadership has left us with a very sound fleet and a record of many positive results. Our organization has grown in numbers both pilots and aircraft. We have endured a number of major maintenance actions and aircraft acquisitions with sound financials. Our facilities have been upgraded. Our professional staff continues to demonstrate that they are top notch. Our continuing atmosphere of 'Volunteerism' has helped us to offset many costs that continue to make BEFA a very affordable place to fly. All in all, I've been reassured that we have smooth skies going forward. Thank you, Frank.

### 2009

A new year always brings an opportunity for new goals and vision. I think that we have two goals to focus on for 2009 – (1) Continuing a strong emphasis on flying safety and (2) Maintaining our financial viability. Safety has to be first and

foremost in everything we do as pilots. So for 2009, resolve to enhance your proficiency and not just your currency. Get a CFI and get proficient with some of our new avionics in our more complex aircraft. Take one of our BEFA classes or go on line with AOPA or the FAA and read their excellent material on flying. Maybe 2009 should bring you a new rating? Have you considered seaplane, multi-engine, instrument, or aerobatics? Personally, I plan to fly every BEFA aircraft to have hands on understanding of its condition and what upgrades will enhance its safety and performance.

Our financial picture is sound. Given the economy we need to be prepared for the unknowns that may develop in the future. We are developing a plan to continue the upgrade of our aircraft and ensure we have financial reserves for the possible unknown. I will report on this in future newsletters as it develops.

Finally, for 2009, your involvement in BEFA is critical to our overall success. We have a volunteer list of things for which we need help. See what you can do and for those of you already helping a big thank you. My goal is to try and make sure BEFA is as viable this time next year as it is now.

See you all at the Crab Feed!

### Jan 2009 Fuel Surcharges

Rates and surcharges for January are shown below. The last time our Fuel Surcharge was at this level was April 2007. Happy New Year!

<b>Aircraft</b>	<b>Base Rate</b>	<b>Surcharge</b>	<b>New Rate</b>
<b>C150</b>	\$62.00	\$6.05	\$68.05
<b>C172</b>	\$75.00	\$8.69	\$83.69
<b>PA-28-151/161</b>	\$75.00	\$8.69	\$83.69
<b>C172SP</b>	\$80.00	\$9.79	\$89.79
<b>Citabria</b>	\$85.00	\$8.69	\$93.69
<b>PA-28R200</b>	\$99.00	\$9.90	\$108.90
<b>C182Q</b>	\$102.00	\$14.30	\$116.30
<b>C182RG (68T)</b>	\$110.00	\$14.52	\$124.52
<b>C182RG (65C)</b>	\$125.00	\$14.52	\$139.52
<b>C172XP</b>	\$130.00	\$8.36	\$138.36
<b>SR20</b>	\$133.00	\$13.20	\$146.20
<b>CT210</b>	\$169.00	\$16.72	\$185.72
<b>BE76</b>	\$169.00	\$20.90	\$189.90
<b>PCATD-M</b>	\$15.00		\$15.00
<b>PCATD-NM</b>	\$20.00		\$20.00

## Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

### 2008E COVER REMINDER

A reminder that the cover for Duchess 2008E needs to be put on after each flight, and for that matter, on all the planes that have covers. Note that 2008E cover was recently water proofed again thanks to one of our volunteers.

### PRIVATE PILOT GROUND SCHOOL

The next BEFA Private Pilot Ground School starts on January 20, 2009 at 5:00pm. The class is held on Tuesday and Thursday nights at the BEFA classroom, for 2-3 hours per night. The course costs \$300 for members and \$330 for non-members, and includes all material. Please register with your tuition at the Renton BEFA Office, 425-237-2332 for more info. This class is open to all!

### “WHOO LET THE DOGS OUT” ..... “IN THE OFFICE...”

Please remember that while Fido is everyone’s best friend, we forget that unfortunately some of BEFA’s 538 members are very allergic to dogs. Unless necessary, please keep your dogs (and cats) in the car. Another note on that is BEFA Ramp Ops require animals (and children) be kept off the ramp area except as absolutely needed.

### COLD WX OPS AND OTHER NOTES

We would like to thank the membership for their noted diligence in following the BEFA Cold WX Operations procedures this year. Your fellow members really appreciate it! There was some absolutely spectacular clear weather last month. Everyone who came back from flying in it said it was really worth the effort, and those who follow on to a warm plane after its first flight wanted a note mentioned to thank the members who get them warmed up with their “first flights” for subsequent pilots in the flights after them. As you can imagine, the snow curtailed much of our flight operations the latter part of the month. Jack Yager, Tom Howard, Daryl Hickman, Rochelle Oslick, Mark Gaponoff, Rick Putnam, Cordell Bahn, Paul Ust and Damien Monda and a few others whose names I did not get were great for helping with the winter ops and snow removal. The irony of getting 7568T and 97PD back on line just as the weather closed down on us is not lost on us!

Another note, we have moved some of the Annuals that for various reasons have drifted over the summer months, back to the Winter or at least Spring time period to improve asset availability this summer. We should also be finishing up on the Nulite instrument lighting and gasper vent installations improvements this year too. Next up for an engine change is 435SP.

The Pilot Lounge is waiting for the electrical to be finished up and then it will be good to go. If anyone has a good “in” on

some quality bar stool type chairs for sale, please let us know.

### BEFA BILLS

A seasonal reminder - While BEFA members as a whole are really excellent on paying their invoices on time, it seems that BEFA late receivables do traditionally “spike” a bit a month or two after the Holiday season. Please remember that while we’re a sound operation, we are none the less a non-profit cash flow dependent operation and timely payment of your BEFA bill helps keep our stress level down (and suppliers happy).

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### GRIEVANCES/INCIDENTS:

- None!
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### 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:

- David Wey for loan of his ladder.
- Chris McKelvey (CFI) for waterproofing 2008E cover.
- Joerg Zender for replacing light ballast and working the intercom solution.
- Becky Showalter and her friend Sue, Kurt Evenstad, Stuart Lancaster (CFI) and Pete Cookman for stuffing the invoices.
- Chris McKelvey (CFI) for helping with the monthly invoice stuffing.
- Ron Larson, Matt Smith, (CFI), Ernst Langhout, Chris Vegter, Rochelle Oslick, Mike Borkan, Andrew Boike and Erik Lund (CFI) for working on the new Citabria wings.
- Paul Ust for his help in the hangar and office this month.
- Daryl Hickman (CFI) for providing two Cold WX Operations seminars for the BEFA members.
- Thanks to Jack Yager, Tom Howard, Daryl Hickman, Rochelle Oslick, Mark Gaponoff, Rick Putnam, Cordell Bahn, Paul Ust and Damien Monda for helping with the winter ops.
- Brian Vaivadas for donation of a leather couch for the lobby area.
- Brian Vaivadas & Daryl Hickman (CFI) for delivery of the couch for the lobby.

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### 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:

- Someone to put on the foam insulating sleeves on the pipes in the Renton Office.
- Leaking faucet in the “kitchen” sink in the office.
- Someone to patch the large gouge in the concrete on the centerline of the south ramp at Renton, in front of the hangar.
- Someone to help with waterproofing a few more covers.
- Build a ramp (wheelchair) to the front entrance porch of the office.
- Paint the front & side porch/entrance.
- Help Troy Beardslee, Doug Withers and Yenew Kassaye on the crack sealing of ramp project. Contact Troy at tbeardslee@verizon.net.
- Painter needed for a small amount of painting in the pilot lounge/stairwell.

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

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### **From Your Safety Officer**

**By Mike Sievers**

The Seattle Flight Standards District Office sent a newsletter a number of years ago which contained good information which I felt needed to be repeated in light of the recent weather events. It dealt with icing in and around the Cascades and, while some of the items are well known to most of us (sometimes through hard won lessons), there were points that may not be as well known. For reasons listed below, the Seattle FSDO has termed this phenomenon the West Cascades Ice Machine.

The West Cascades Ice Machine is a weather phenomenon during which air, laden with moisture from its trip across the Pacific Ocean, blows into Western Washington and is lifted up the western slopes of the Cascade Mountains. This lifting of moist air has a cooling affect and produces some of the very best (or worst depending upon your point of view) aircraft icing conditions in the world. Ice accumulation here can be extremely rapid. It is an icing condition that must be taken into account in addition to the normal icing conditions that accompany the usual cold and wet that exists though out the northwest during winter. In general terms, the Ice Machine exists primarily over the west slopes of the Cascades east to and slightly beyond the crest, and is most prominent between 6,000 and 14,000 feet MSL. Pilots of light airplanes caught in this Ice Machine can instantaneously find themselves in icing conditions where full power and best rate

of climb speed results in a substantial rate of descent. Structural icing makes the airplane heavier and it disturbs the airflow over the wings and propellers, which makes them less efficient. As ice accumulates, the airplane gets heavier while lift and thrust decrease. Full power can still render you looking for a place to land in the mountains.

There are a couple of rules of thumb about the accumulation of structural icing. First, the airplane must be flying in an area of visible moisture (rain, snow, cloud, fog, etc.). Second, the critical temperature range is about plus 3 C to approximately -20 C. Moisture which is warmer than +3 C is rain which will not ice up on the airplane (except when the airplane has been flying in sub-zero temperatures for some time before descending into the rain). Moisture which is lower than -20C is too cold and dry to stick to the airplane. These are generalizations and there are exceptions. There is one more bit of information you need to know. The FAA definition of the phrase “known icing conditions” comes from numerous NTSB law judge decisions over the years. Beginning with a case in 1957, the NTSB has stated that icing conditions exist when the temperatures are below freezing and there is visible moisture. They have said further that because the flight service station network states the existence of those conditions in reports that are available to pilots both before the flight and while en route, the icing conditions are “known.” So, contrary to popular belief, it is not necessary to have a pilot report to have known icing conditions.

On the surface, the above newsletter article seems to apply more to IFR pilots. However, remember that freezing levels near the Cascades can descend below the cloud layer and rain below this layer can result in icing. At this time of year, a few extra minutes with the briefer on this issue can be well worth the investment.

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### **Floatplane from FL to AK**

**By Austin Watson**

No, I didn't fly a floatplane from Florida to Alaska in 2008, but I'd like to someday. I did fly floatplanes in Florida and in Alaska in 2008.

#### **Jack Brown's**

In May, my kind employer, Boeing, sent me to a conference in Orlando, just an hour away from Jack Brown's Seaplane School in Winter Haven. ([www.gate.net/~seaplane](http://www.gate.net/~seaplane)) Jack's has been teaching pilots to fly floatplanes since 1962 and I was just one more of over 14,000 people who have flown there. I arrived mid-morning with a plan to fly twice, then return to Orlando and fly home to Seattle in the evening.

The first unique thing I noticed while standing on the edge of the lake was an alligator in the water, looking hungrily my

direction. I learned that in Florida, during your landing area inspection overflight, you must look for alligators. I also learned that you will always find them in every lake. I did. In Seattle, we mostly look for logs and rocks before we land, but not in sandy Florida. Florida is very flat and all the lakes are just big shallow puddles. Being so flat, everywhere looks the same to the uninitiated. I thought, you really could get lost here if you weren't paying close attention. Seattle is really pretty easy to stay oriented in - Water goes North-South, Mt Rainier is to SE, Olympics are to W, Mt Baker is to NE.

Jack's flies Piper Cub J3's (J3-S) for training. They have no electric starters so the instructor starts them for you. Pretty simple - adjust throttle, stand on float, push prop down swiftly, viola, it's started. Hop in plane and go. Training was not offered in this little dance.

I flew in the morning with a grizzled old British WW II pilot instructor doing all the usual takeoffs and landings; glassy, rough, confined area, cross wind, power out and step taxi. After 45 minutes or so, he decided I could actually fly so we did some more advanced maneuvers.

After lunch, I flew with the kid instructor, going to some different lakes and taking more of a fun touristic ride. We did start out with all of the usual maneuvers again so we could calibrate to each other. Turned out we both lived on the same Army base as kids and went to the same High School, albeit a generation apart in time. We went looking for a really big gator on a larger lake to the west but never did find him, so we got some good practice in doing accuracy landings and slow flight.

Flying as a student in a Cub should be in every pilot's learning plan. You sit in the back seat and can't really see the instruments without a lot of extra effort so you learn to fly by looking out the window, watching pitch attitude, sensing airspeed and using your butt for a ball slip indicator.

After logging 2.1 hr on floats in Florida I made my flight home from Orlando that evening, smiling all the way. My first flight back home was an introduction to the Cessna 182R and it was not near as fun.

### **Alaska Float Ratings**

In June my wife and I took a cruise to Alaska and I longed to be flying in all the dozens of float planes I saw everywhere, so we decided to go back on our own over Labor Day just so I could fly float planes.

I had already researched float schools in Alaska for over a year and decided to first go to Alaska Float Ratings in Moose Pass, about 30 minutes out of Seward.

([www.alaskafloatratings.com](http://www.alaskafloatratings.com)).

From there, I went on to Arctic Flyers in Anchorage ([home.gci.net/~rruess](http://home.gci.net/~rruess)).

We arrived in Alaska with ceilings at 500ft and drizzle. It was gloomy and did not look like flying weather. At Moose pass we were greeted with, "We had grizzly bears on the dock today. The guns are in the shed." My wife stayed in the cabin the rest of the trip until I put Bob the very big cop from

Colorado in charge of her. The ceilings rose in the afternoon so I went flying. I flew four times over 2 ½ days. The trainer of choice in Alaska is the Super Cub on Floats (PA-18-150). [I think BEFA needs one of these!]

The first flight was with instructor Darlene, ex California girl, ex Lear jet pilot, turned Alaskan float instructor. We did a get to know you flight. My objectives were to get comfortable in the mountains and have fun. We did real glassy water with mountains climbing vertically on all sides and glaciers creeping down wherever possible. One really good exercise we did was called Low Flight. In Low Flight, you set up landing pitch attitude with floats inches above the water at minimum controllable airspeed and fly. Try that for a few miles some time. It's really a great fine control exercise and it drills the landing attitude and airspeed into the seat of your pants. We tried to fly up over a nearby glacier but the ceiling was sitting at the top of the mountain. I was a bit tense being surrounded by towering black rock and white ice walls, just under a scuddy cloud layer, getting tossed this way and that by unpredictable vortices. My sense of distance was not calibrated so I asked, "Can we just fly directly towards that wall and you tell me when to begin my turn out?" We turned out down canyon to the left when 500 to 1000 feet away from the wall. It was fine. I was calibrated and more relaxed the rest of the time.

Day two was a trip to the glaciers of the Kenai Fjords National Park. After inspecting bear damage to the C210 and our dock we departed south in the Cub, did some landings at high alpine lakes then overflew Seward and went out over Resurrection Bay on our way to the glaciers. First was Bear Glacier, then on to Aialik Glacier. Glaciers are big and white and being over them for the first time messes with your kinesthetic senses. Flying upslope can look level in a climb as you try to maintain horizon. Flying straight and level can put you into the terrain, so it's time for some careful flying with constant reference to the instruments, attitude, airspeed, and ball. If you fly 500 feet above the face of a glacier when it calves, be prepared for the onset of some interesting turbulence. On the way back we did some commercial maneuvers air work.

They have a C172 on floats and I asked to fly it that afternoon. Darryl, who teaches by making occasional grunting sounds, was to be my instructor. I asked what the plane's speeds were and said I wanted a workout. He told me to fly by looking out the window and the speeds were 80, "just fly 80". He took me seriously about the workout. We climbed up to a small alpine lake and went round and round and round doing landings and takeoffs till I was drained. Take off was up canyon with left downwind 500 ft horizontally from the vertical upslope. When we got back everyone was on the shore looking our way. Actually they were looking at the bear eating fish in the lake just north of the dock.

On the last day, we woke up to fog to the surface and just sat and waited. It lifted sufficiently around 10 and we were convinced it was going to continue dissipating so Darlene and I took the Cub on the grand tour of glassy water lakes, rivers,

and glaciers. It was another oh my God flight! Taking off with wisps of fog still burning off the corners of the very glassy lake was surreal. We made our way along the Resurrection River then turned south and began climbing up the Skilak Glacier. We flew along a vertical wall then topped it to a flat meadow which immediately fell away down a 4000 foot face. At one moment we were 500 AGL and the next we were 4500 AGL. Continuing the long slow climb up the glacier we came to the Harding Ice Field. This was truly a top-of-the-world view of Alaska. In every direction it was blue sky, calm air and mountains as far as the eye could see. Below were white peaks protruding from a mass of ice feeding well over a dozen glaciers falling into river valleys or the North Pacific. I got what I came for.

My biggest smile was when Vern Kingsford, the ornery owner of operation barked the first evening, "Who's that person on my dock?", to which Darlene replied, "Oh that's Austin, He can fly." I was okay then, and Vern smiled and shook my hand.

### Arctic Flyers

That afternoon I had a flight lesson booked at Lake Hood in Anchorage so we had to hit the road and really move to make my 3PM schedule. I flew a Taylorcraft with Arctic Flyers, a family operation run by Hermann, Heidi and son Rick. First lesson was how to pump floats: Remove handholds; Insert Sponge; remove sponge full of water; repeat. Fortunately they were empty.

Flying out of Lake Hood in Anchorage is a story in itself. You have to contact Anchorage International Tower for lake taxi clearance. We taxied to one of the three lake runways. Runways are not numbered but are referred to by compass rose, so we requested taxi for departure on North. At the south end of the lake we were told to hold short for departing Beaver. I laughed and said to Rick, "Just how do you hold short in a floatplane." (Note to land pilots: Floatplanes have no brakes.) Answer was to go off to the side and do 360's.

Our mission was introduction to Anchorage airspace and introduction to Taylorcraft. Get out an Anchorage sectional and an Alaska AFD (It's orange not green) sometime and study them. There are 15 airports in the AFD under Anchorage. Then look up 14-CFR-93. What an amazing and different airspace they have. It has its own rules. For the most part Rick did the radios enroute since we had to traverse some busy and complex controlled airspace. I did the calls on and off the water. We flew across the Knik Arm of Cook Inlet towards Susitna and practiced the usual set of landings and take offs at Keyhole Lake. There was something about the floats on that plane I really liked. They were smooth and didn't seem to stick to the water like other planes I've flown. After an hour of practice we maneuvered back through the VFR flyways and onto Lake Hood.

My most memorable moments in Anchorage were when Rick said, "If you can fly this plane you can fly a Beaver", followed an hour later by, "Nice job flying the plane."

### Epilog

All in all I logged 8.0 hours in Alaska. When I got home and looked at Darlene's video clips that she gave me, I realized that while I was landing the plane on day three, she was comfortable enough to be making videos. I guess she really did think "He can fly." I'll be back. Float flying is the best!



**For the Web Heads: Links**

**SCHEDULE MASTER:** <http://www.schedulemaster.com> or 1-800-414-6114 using your user ID, password and phone menu

**Jeppesen Employees Flying Association:**  
<http://www.flyjefa.org>

**BEFA Homepage:** <http://www.befa.org>  
**Webmaster:** John Searce [john.p.searce@boeing.com](mailto:john.p.searce@boeing.com)

**Classified Ads**

*FOR SALE. 1979 Beechcraft Duchess (BE-76), serial #ME-73, N2008E. Currently on leaseback with BEFA. (See office for current times).  
5650 TT 1700/1700 SMOH 1700/1700 SPOH  
\$109,000.  
Contact Brad Schrott: [phlying4fun@aol.com](mailto:phlying4fun@aol.com) 206-992-4901*

*FOR SALE: David Clark DC H10 headset, hardly used. \$275/obo. Contact Rich Honda at (206)930-1829.*

*FOR SALE: Sigtronics S-40Y Youth System Headset (two of them), with Oregon Aero SoftSeal® Ear Cushions Installed on Headsets (two complete sets, installed). Also includes Oregon Aero MicMuff® Microphone Covers (two sets installed) and a Sporty's Dual Headset Bag. Cost to BEFA members would be only \$300. (Price to buy all of this new would be \$475). I wanted to give BEFA members the first opportunity at these before I list them for sale elsewhere. I can send interested folks more info, links to original equipment, and pictures by email. Please contact Doc Manry at [drcmanry@yahoo.com](mailto:drcmanry@yahoo.com) or home phone 253-735-8090.*

*FOR SALE: ICOM IC-A5 VHF Transceiver for \$150 Includes Radio, Original Instruction Book, and Charger. Full 5 Watt output power All 760 channels (118.000 MHz - 136.975 MHz) 25 kHz tuning steps 200 memory channels with 6 character names PC programmable functions and memory channels. Contact Doc Manry at 253-735-8090, [drcmanry@yahoo.com](mailto:drcmanry@yahoo.com)*

**Officers and Staff**

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**Maintenance** ACE Aviation Contact, in order:  
1) Ops Manager: Leave voicemail (425) 237-2332 or Pager 206-540-7720  
2) Ops Officer, or 3) Any Board Member

**Everett**

**Office:** No phones at this time in Everett. Please call RNT Office in an emergency, otherwise call Doug Jacobs or Oscar Naimi (phone numbers below).

**Maintenance Focal:** Brian Behrend Wk: 425-266-9134  
Cell: 425-280-1215

**Facilities:** Oscar Naimi Wk 425-315-0566

**Safety Mgr:** Mike Dubbery Cell 425-239-3630

**Membership/Communication:**  
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