



www.befa.org

840 West Perimeter Road, Renton WA 98057

December 2013

Office Phone: (425) 271-2332

CALENDAR

Monthly

Aircraft Maintenance Team: Meets every Thursday from 4-8 pm at the Renton Office. Contact Walt Cameron for more information.

December 2013

Board Meeting, 12/20 at 4pm, Renton Office
BEFA Holiday Potluck, 12/20 at Renton Office (time 12:00 noon – 5:00pm)

From Your President By Steve Beardslee

Winter has arrived with wind, rain and the mention of snow in the Puget Sound area. Most of us know the drill, but please read Wes's article on cold weather operations elsewhere in this newsletter.

This the time of year when we expect fewer flying hours because of shorter days and weather, and we are again doing scheduled maintenance on our aircraft. N97PD has just undergone an avionics upgrade (Garmin GTN-650) and awaiting a check flight. N7568T is headed for the paint barn this week and will also have some interior work done.

The EDO 2440 floats are being inspected and repaired as needed, and struts are being worked to fit the floats to N758NF. The "WIP" floats are for sale and we are considering offers. We've been without a float plane for far too long!

The City of Renton has finally received all final permits for dredging the Seaplane base and has awarded a contract; that work could start as early as the first week of December and may last into January. They will be working off of a barge at the north end of the runway and will be using a crane; this will restrict runway operations. Please remember to check NOTAMs.

The Feasibility Study team has recommended to the Board (and the Board approved) that we proceed with

establishing a new 501.C3 non-profit status as a public charity. Joe Kranak chaired a meeting on Nov 25th to brainstorm purposes and next steps. We drafted a purpose statement and are now on course to prepare and submit Articles of Incorporation, By-Laws, and a Policy Manual. This will enable us to accept tax-deductible donations and fund aviation-related activities in the Puget Sound area. We expect to gain Washington Department of Revenue and IRS approvals and become operational in 2014.

The Feasibility Study team also continues to evaluate risks (market demand, interest rates for borrowing money, and availability of additional lease space on the Renton airport). This offers the potential of increasing our revenue and enabling us to replace our facilities on the Renton airport.

On behalf of the Board, and office staff – please accept our best wishes for the Holidays, and of course...

Fly Safe!

BEFA Annual Holiday Potluck!

The annual BEFA Holiday Potluck will be held at the Renton Office on Friday December 20 from 12:00 noon until 5:00pm. Bring your favorite potluck dish to share and meet your fellow members!



Aircraft Rates

December-2013	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 65.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 88.33
C172	\$ 106.19
PA-28-151/161	\$ 106.19
C172SP	\$ 119.34
Citabria	\$ 122.69
R172K XP Float	\$ 119.34
C182Q	\$ 150.95
SR20 (HOBBS)	\$ 165.80
C182RG (68T)	\$ 167.98
C182RG (65C)	\$ 196.59
CT210	\$ 246.28

("M" and "NM" refer to members and non-members, respectively.)

BEFA Public Charity Status

By Joe Kranak

The BEFA Board recently approved continuing the process of setting up a 501(c)(3) Public Charity for the purpose of "promoting growth in aviation education, aviation safety, aviation careers and community support". To this end, a meeting was held on Monday, November 25, 2013, at the "old" Renton Chamber of Commerce building adjacent to Renton Airport. In attendance were a number of BEFA members along with representatives from the financial and other support communities.

The group was briefed by Jim Shapiro of The Edge Group (<http://www.theedgegroup.org/>) regarding the steps required for successful creation and operation of a public charity. The group was also provided with templates and information regarding the best methods for "navigating" the various governmental and legal hoops required for proper startup of a new charitable organization.

It is the intent of the group to prepare a draft of the various governing documents for review after the first of the year. If any you would be interested in supporting the initial startup process, please e-mail Joe Kranak at jpk4703@comcast.net, or call the BEFA office and leave a message.

Safety and Operations Briefing

By Wes McKechnie, BEFA Operations Manager

PAE STARTUP PROCEDURES CHANGE at PAE

Paine Field Airport management would prefer that where the BEFA C-172's are parked near the fuel pumps, to please start "in place" and taxi out of the area as soon as possible. Evidently the problem is they cannot have planes blocking the ramp thoroughway between the parking spots for our C-172's by the old Jet Deck and the fuel pumps, so the exception to the BEFA rule to not start "in place" is waved for the two planes in this area.

BEFA IN AOPA AGAIN!

Read the latest article on BEFA in AOPA at: <http://www.aopa.org/News-and-Video/All-News/2013/November/11/Boeing-Employees-Flying-Association-serves-company-employees.aspx>. They got a few things wrong (not sure where they got the rates, and we only have one Redbird FMX and BATD), but not bad.

TAKING CARE IN COLD WEATHER OPERATIONS

If you read nothing else in this article, please read the next sentence.

!!!FIRST FLIGHTS OF THE DAY SHOULD ARRIVE at least 1 HOUR EARLIER THAN NORMAL FOR COLD WX. (less than 32 deg. F, or frost) PREFLIGHTS!!!

With the return of inclement weather and the cycle of our fall/winter wx pattern, please take the time to review standard cold weather operations, and seek out a knowledgeable CFI. Winter flying takes more preflight planning, including weather analysis, but the rewards are uncrowded skies and schedules, crystal clear conditions and cool air affording surprising increases in performance. As always, watch those Class B airspace bases with the improved climb rates. Your climb performance will get you to altitude faster than last summer's hot air did. Also, if we get a large area blanketed by snow, your familiar landmarks for Class B boundaries and the TFR's may not be as obvious as you're used to, and more care is needed.

The following is a reminder of cold wx. operation procedures:

RUNWAY CONDITIONS

The local large airports maintenance crews do a fairly good job of keeping the runway/taxiway clear, especially

at Boeing Field, Renton and Paine. Snow can often be spotty, dumping a fair amount of snow at your home or work, but little or none at the airport, and of course vice versa. **We've maintained normal and training ops in the past without much inconvenience, but you must be prepared to spend more time in preflight preparation regarding:**

- **Obtaining weather and runway info**
- **Brushing snow off and/or deicing wings**
- **Engine preheat ops if you're the first pilot of the day**

The briefing you get from FSS/DUATS will include a Runway Condition/Braking action report in the NOTAMS, (if they have been physically provided), or in the event of a heavy snow or ice storm, an airport closure notification until the runway surface has been cleared. If you just use DUATS type briefings, you should call and talk to a live FSS briefer to glean any info or advice they may have that will not be reflected in the "data only" DUATS brief. The ATIS and live controller advisories can contain these reports, but remember, they are just advisories. While generally pretty accurate, just because a controller says it "looks good" is not a substitute for good sense. As always, you are the PIC.

The "BRAKING ACTION/RUNWAY REPORTS" are classified as;

- "Good"
- "Fair"
- "Poor", and
- "Nil"

BEFA currently has no specific regulations pertaining to ice/snow operations, but traditionally we will suspend flight operations when runway conditions are reported "nil", or perhaps even "poor". RAMP AND TAXI WAY CONDITIONS MAY CAUSE SUSPENSION OF OPERATIONS TOO, EVEN IF RUNWAY IS OK. Again, classifications do not preclude pilots from using common sense. If the runway surface is obviously a crummy mass of tracked up ice ditches then no matter what they're calling, don't go. If the plow berms are blocking exits, don't go. Occasionally the ramp, taxi and runway will be reasonably clear and quite usable during the day, but they have not changed or perhaps added the "poor-nil" report as a precaution late in the day, this may be for the following reason: anticipation of the water from melting snow/ice refreezing as night falls. It may be fine as long as the sun is shining on the wet pavement, but at sundown or in shadows, look out. Keep this in mind if you're going on a night flight even if NOTAM's or tower

warnings are absent. A simple call to the airport or a walk to the end of the ramp usually will clear things up for you. Refer to your AIM, Section 4-3-8 and 4-3-9 for more information.

DE-ICING OF AIRCRAFT:

Think prevention first by:

1. If able, put the plane in the hangar the night before your morning flight, set heat to 50 degrees, overnight. First come, first serve.
2. We now have a nice set of wing covers that you can put on the night before. These are in the locker room with the de-ice bottles. This will leave just the horizontal stabilizer/elevator airfoils uncovered making it a lot easier to prep in the morning.

Attempted flight with any ICE/SNOW/FROST on the wings is TOTALLY UNACCEPTABLE, not to mention life threatening. While this is stating the obvious, I can recite examples where this statement apparently needed to be screamed! Also - **DO NOT USE ICE SCRAPERS, CREDIT CARDS OR STIFF FLOOR BROOMS TO DEICE. Be gentle. The following descriptions are general guidelines only,** consider using myself, another CFI or more experienced pilot's help/input if needed to learn prepping for cold wx, ops. The following are descriptions of ice/snow/frost accumulations on the airframe that must be considered prior to continuing a cold wx. preflight:

- Accumulations of ice so thick and/or hard that short of thawing the plane out in the hangar, the flight must be scrubbed. Usually a composite layer of snow that thaws then refreezes, freezing rain, or extra thick layers of frost/ice mix are examples of this. Damage to the wings, paint and airframe could result in trying to remove this with anything other than a temperature thawing process. If the RNT hangar is used for this, please remember to mop up water from the floor. Regal Air at PAE will provide a warm hangar for heavy de-ice ops on a space available only basis, and also has deice fluid application service. At PAE, the Regal hangar use is at pilot expense, but the deice service BEFA will pay for. See me or a CFI familiar with using the RNT hangar for deicing when doing this. **YOU MUST HAVE A HANGAR DOOR OPS CHECKOUT. IF YOU BREAK THE DOOR, or bang a plane, YOU MAY PAY FOR IT.**
- Moderate to light accumulations. Possible hangar'ing needed or use the de-ice fluid and be prepared to

spend a while. You **must have** a properly trained instructor or seasoned pilot to show you how to apply this fluid if you have not done this before, and use gloves and safety glasses. THE FLUID IS IN GARDEN TYPE PUMP SPRAYERS LOCATED IN THE LOCKER ROOM NEXT TO THE STAIRS, ALONG WITH THE PREHEAT HOSES, DEICE BRUSHES. A 55 gallon drum (a barrel marked "UCAR type 1 AIRCRAFT DEICEING FLUID CONCENTRATE", (*this can change due to suppliers!!*) is in the hangar to replenish the containers. Give the fluid a chance to "work" a little before applying more, and then push off with the soft brushes, not stiff brooms. DO NOT USE FUEL/DEICE FLUID TO REMOVE ICE FROM WINDOWS!!! (Look at planes with "milky" Plexiglas to see what an overly aggressive pilots use of av-fuel on an ice-encrusted window did), use only soft cloths/blue towels on windows. Sometimes a soft brush or burlap is adequate to remove snow or melting frost/ice from wings, and would be preferable. Try this first, and then use de-ice fluid if not successful. Also, make sure that you are actually applying de-ice fluid! Bug or weed spray won't work! There was an occurrence several years ago where pilots were saturating a plane with solvent, not de-ice fluid! A complete bath and re-lubing etc...., of the airplane was needed afterwards. Not too good for the windows either. Have to admit that was one clean plane though!

- Light moderate to trace. A squirt of de-ice fluid should do it, or many times simply turn the wings into the sunshine to warm while you go about your normal preflight business, then take a soft brush or cloths to it. If the ambient temperature is adequate (just above freezing), you'd be surprised how soon this can work. If no sun, a good soft brushing or a light coating of deicer followed by a brushing will do the trick.

ENGINE PRE-HEATING: (Always refer to the aircrafts POH "Cold Weather Operations" for operational review). While most POH's with aircraft powered by Lycoming recommend preheating below 20 degrees F, **we prefer, if able, to pre-heat the engines for first flights below 30 degrees F**. I agree that there are many expert articles throwing preheat temps from 32 degrees to 20 degrees, and this is very difficult to pin down. Some rated pilots from the Alaska and the Midwest that fly with BEFA chuckle a bit that we even preheat at all above 25 degrees, but most here are not familiar with low land temps much below 25 degrees for any extended period of time. Consider pragmatically how "cold soaked" the engine may or may not be from the

duration and degree of the sub-freezing temps. Pre-heating also aids in easier starts and prolongs engine/starter life and enhances safe flight and reduces the occurrence of "stack fires". If you start an engine without pre-heating it may cause premature wear, which may or may not manifest itself in your subsequent flight, and will shorten the life of the engine. **No more or less than 1000 RPM idles UNTIL TEMP needle starts to move. Be patient**, and deal with it - it can take 5 or 7 minutes or more if not preheated. We may be needing an engine or cylinder(s) or bearings before its planned TBO, or some other pilot (perhaps you or some other poor sod) flying it next summer could have a power plant problem from previous cold wx. "impatient" preflight action, (or inaction). Also, if an engine TBO's say 500 hours early due to improper cold wx. preflight ops, we lose approximately \$4,000 in engine life, not to mention the \$32,500+ in club gross revenue that was projected on that 500 hours, as well as the reduced availability and subsequent inconvenience to members. This all factors into the annual rate review the Board does for hourly cost of aircraft operations, and throws the budget out of whack. It can come back to haunt us one way or the other. At the least be sure to "pull the prop through" several times to "break loose" or "limber" the oil, thus conserving battery energy. Ensure mags are "off" of course when doing this. With modern multi-viscosity oil, it's not so much "limbering the oil" now days (though it helps), as getting the internal parts at proper temps and therefore their correct tolerances before engine run.

STARTERS AND COLD STARTS: If an engine does not start easily, it can be frustrating. It is natural to want to just keep grinding away with the starter to start the engine. If this occurs, don't get excited - relax. "Nurse" the starter or it may fail. **The general rule for starters is to operate them for short periods, and then allow them to cool down. If the engine start has not occurred after three, 10-second periods of operation with a pause between each, a five minute cooling off period is required.** Without this time limit for operation and an adequate cooling off period, the starter will overheat and is likely to be damaged or to fail completely.

We have 3 primary methods of pre-heating "cold soaked" engines, if needed:

1). Propane heat carts. The propane heat cart is located in the hangar. If it's not already open, the Staff, Ace or a CFI (particularly a Citabria CFI or pilot) can open the door if it's locked and the Staff is not present.

There are two now. One is on a cart, the other on a handtruck. They both work the same. They are fairly easy to use but there are a few things to watch out for, so guidance is required (check-out) from someone familiar with it prior to operation. The directions for the pre-heat cart ops are with the machine. Please leave directions there; they have a habit of disappearing. NOTE: YOU MUST REMAIN IN THE AREA OF THE PREHEAT CART TO MONITER ALL TIME THAT IT IS IN OPERATION. A CHECK OUT IS REQUIRED PRIOR TO OPERATIONS BY SOMEONE WHO IS FAMILIER WITH IT. **Call me or your favorite CFI for a checkout on the preheat cart and any other cold wx ops, we'll be happy to help. NO fueling operations while pre-heat cart is in use!** I have gone to turn on a preheat cart and found the mixture turned so lean that the heat expelled was dangerous. Don't fiddle with the mixture valve if you don't know what you're doing. Get someone familiar with the device.

2). Pre heat hoses that are placed over your car exhaust, then the outflow is directed to the base of the engine and oil sump. This is the only time automobiles are allowed on the ramp. We have gate proximity cards in the office for car access. Drive slowly and try to use a newer model car to avoid excessive pollutants in engine compartment. With the new security measures, see Staff for key to the gate or call me at home. This must be kept locked at all times.

3). Hangar heat, which can take awhile depending on how cold soaked the engine is. If you have an early morning flight, give me a call and we may be able to arrange storage in the hangar overnight for you, depending on availability. If it's available, we're happy to do so and you'll have a nice warm plane ready.

The appropriate red nose plugs, (generously made by Maynard Winchester and wife), should be fitted into the two nose holes of the airplane to keep the heat in when using the cart or the hoses from the car. These are located with the hoses and de-ice fluid in the closet next to the stairwell in the pop room, along with the rest of the de-ice equipment. REMOVE BEFORE FLIGHT!!! I'm very disturbed when I find the cord holding the plugs together is broken in two! **At least a minimum of 30 minutes of preheat is required, and longer if it's below 25 degrees or so.** After the preheat is concluded, you want to REMOVE NOSE PLUGS, get the preheat equipment stowed and start engine as soon as you can. Be very careful not too over prime the engine as it will be warmer than what the cold wx. start ops are meant for, and have a "spotter" standing outside for stack fires, especially on the C-150's. **If you have a**

stack fire, continue to "crank" the engine (throttle idle, mixture off), to suck the flames down the carburetor until the fire is out. This is why it's good to have a "spotter" to observe for "stack fires". It should be pretty cold out to use "cold start procedures". I've seen many an over primed/flooded engine, and the subsequent dead battery that results when over cranking a flooded engine, please do your best to avoid it. **Wait 10 – 15 minutes for the fuel to evaporate before trying to crank the engine again if flooded. Keep the Master Switch & lights off as much as possible to avoid battery drain. A stack fire requires inspection and approval of Return to Service, by an A&P.**

Once a plane has been flown, the engine does not need preheat unless there was a fairly long period of very sub freezing temperatures prior to its next flight. As you can see, the first person to fly on such a day needs to get to the airport much earlier than normal, and we all owe a big thanks to the "early birds" prepping the planes. As always, the CFI's and myself are here to help you get safely underway.

You are the OWNER at BEFA. YOU USE THE EQUIPMENT AT YOUR OWN RISK AND ARE RESPONSIBLE FOR ITS USE – PLEASE RETURN THE EQUIPMENT BACK TO ITS PROPER LOCATION FOR THE NEXT MEMBER TO USE. It can be very frustrating to your fellow pilots to search all over for equipment that is not properly returned, or is non functional due to abuse or improper care. Your fellow member/pilots who are "downstream" rely on your care and consideration. We recommend you bring your rubber gloves to deice and eye protection as these "disappear" regularly.

BULK DEICE FLUID is located in the hangar, 55 gallon drum near south wall. Use to fill bottles. 50/50 mix will work of water and UCAR. Hot water for the mix helps! Be sure to shake.

CHECK WITH PAE PRINCIPALS FOR COLD WX. OPS variations from this that are SPECIFIC TO EVERETT. Warm clothing and survival gear increase in importance in winter flight ops. Pack them. You will be thankful even if you're just stuck at another airport.

Lastly, if you live around either of BEFA's operations, please stop in and check the fleet after or during snow or windstorm to see if help is needed. Snow may need to be removed from the horizontal stabilizer to keep the nose wheel on the ground, and any wind can cause the plane to rock up and down banging the tiedown points

and nose wheel until the snow is removed. Please notify me (Operations Manager), or the Operations Officer if you stop by the airport to check on things.

Also, try a flight or two in our Redbird FMX, set with the Seattle area covered by snow, 8 miles visibility but no precipitation falling, and a 4,000' ceiling and see if you can navigate around the area. You may be surprised! It's certainly do-able, but like night, the first few times This may at first glance seem like a hassle, but once you're familiar with the routine it's not as hard or complicated as the first few times. The extra time involved for first flights in freezing/snowy conditions is more than made up for in the beauty and performance of a winter flight. It is really spectacular. Some of my fondest flight memories took place on a crisp uncrowded winter morning, or a clear winter night with the moon reflecting on the snow below. You won't regret it.

LIGHT PLUMBING HELP NEEDED

The faucet in the hangar sink had a major drip, and the men's bathroom handle on the toilet gets ajar letting it run occasionally. If anyone can help fix these problems, we'd appreciate it.

THANKS

Bob & Arlene Ingersoll, and Roberta and I would like to thank you for all your kind notes and thoughts. Bob lost his daughter and we lost our daughter, (my step-daughter), coincidentally within a week of each other. Thanks to all the good people here who covered for us and provided your good wishes.

Grievances:

- Discovered 11/21/13 9537Q Unknown white powdery substance covering the cargo area floor in the plane. No one has told us what it is. Anyone with knowledge of this please contact me or the office ASAP.
- 11/23/13 Engine preheat cart missing metal adapter for C-172. Anyone knowing the whereabouts please contact me.
- 11/23/13 7568T sunscreen not put in.

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:

- Gary & Shad Pipkin (CFI) for ferrying 97PD for maintenance.

- Paul Ust for installing databases
- Steve Ikes for repairing the leather chair
- Debbie Brown for organizing the parts room and the file cabinet for archived maintenance paperwork.
- Dave Jones for updating our website aircraft asset inventory.
- Reda Elkhadiri for donating Microsoft Office products for our new flight planning computer.
- Bob Guthrie (CFI) for picking up plane.
- Gary and Shad Pipkin (CFI) for flight logistics between RNT and TIW.

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. Below is the BEFA updated volunteer project list for your generous consideration:

- Web site aircraft "features list" requires fact checking and editing.

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

Checklist Manifesto By Steve Isaacson

Why use a checklist?

Because "you want people to make sure to get the stupid stuff right," says Atul Gawande in, *The Checklist Manifesto – How To Get Things Right*.

Of course we're all familiar with checklists, but I had never really thought about why we use them other than that my brain is fallible. The jacket blurb describes the book as "a gripping exploration of the nature of complexity in our lives and essential reading for anyone working to get things right." And of course we want to get things right. But getting things right is not always that simple. Flying is complex and sometimes complicated.

Is the checklist actually helping, or does it sometimes get in the way? Is it a Do/Confirm, or Read/Do,

checklist? Ultimately, says Gawande, a checklist is only an aid – but an aid we should not do without.

The book's focus is on creating a SURGEON'S checklist for the operating room, but there are plenty of references to flying and Boeing ("the checklist factory"). Having read the book, I see checklists differently now. You might, too.

Happy Holidays, VFR and Tailwinds to All!



CLASSIFIED ADS

DIRTY CARPETS OR UPHOLSTERY?
BEFA Members get a 15% Discount
ABC Jet Steam Clean
Carpet Cleaning, Upholstery Cleaning
425.221.2244 or 425.289.6527
abcjetsteam.com
Kel & Deb Brown (BEFA members)

CONTACT INFORMATION

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

SCHEDULEMASTER: <http://www.schedulmaster.com>
 or 1-800-414-6114 using your user ID, password and phone menu

JEPPESEN EMPLOYEES FLYING ASSOCIATION:
<http://www.flyjefa.org>

[BEFA has a Facebook Page](#)



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ACE Aviation Contact, in order:
 1) Ops Manager: Leave voicemail (425) 271-2332 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 the focals below.

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 (206) 851-6663

Maintenance: Anish Taylor (425) 501-7031

Facilities & Support: Oliver Meier

Wk: (425) 717-2229 or Cell: (510) 541-2142

Safety Manager:

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