



www.befa.org

840 West Perimeter Road, Renton WA 98057

September 2017

Office Phone: (425) 271-2332

CONGRATULATIONS!

New Members

Nuri Aydinel	Class I	RNT
Matt Grasso	Class III	RNT
Russell Hayes	Class II	RNT
Omar Khan	Class I	Both
Charles Mallory	Class II	RNT
Jesse Montez	Class I	RNT
Mikel Moore	Class III	Both
Steve Patterson	Class I	Both
Jordan Triggs	Class III	RNT
Yuki Utsumi	Class III	RNT
Woody Yeung	Class II	RNT

New Solos!

Date	Instructor
Cynthia Bai	7/13 Paulay
Dave Lewis	7/16 Paulay
Takashi Nagasawa	7/24 Tomlinson
Jennifer Boyles	8/24 Kamnetz

New Ratings!

Date	Instructor
Andrew Boike, Comm MEL	7/19 Peterson/ Clover Park
Joseph Miner, Tailwheel	7/30 D. Darby
Dan O'Brien, Private	7/31 Tomlinson
Naish Gaubatz, Instrument	8/1 Manning
Howard Wolvington, MEL-DPE	8/18 Eric Reese
David Dufault, Private	8/19 Jacobson

CALENDAR

Monthly

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

September 2017

BEFA Board of Directors Meeting: Friday 9/15 at 4pm at the Renton Office.

Private Pilot Ground School in Renton starts September 19th See Ops Manager's article for more info

Private Pilot Ground School in Everett starts September 12th. See Ops Manager's article for more info

From Your President

By Bob Ingersoll

August has been an interesting flying month at BEFA; TFR's for the Blue Angels; IFR conditions because of smoke from forest fires; Total eclipse of the sun, with most of our BEFA fleet heading to Oregon; preceded by a Wash/BBQ Day to make the aircraft look great. Good timing Wes. And AD's issued on some of our C172 engines.

We've also had some great flying conditions and a huge effort by Wes and ACE to keep your aircraft flying. Thanks to Bob Bumpous and the BEFA volunteers for organizing our support of several Boeing Family Day events this past month and one more Family Day on October 1.

It has come to our attention of several airport intrusions to the ramp area by non-BEFA personnel through our gate. This is a very serious matter to us, the airport, and the TSA/FAA. The code will be changed but we should all be alert when on the ramp. Anytime you bring a guest on the ramp they should be escorted by you.

Safe Flying!!

Aircraft Rates

September-2017	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 97.20
C172	\$ 116.47
C172SP	\$ 132.65
Citabria	\$ 134.25
R172K XP Float	\$ 158.18
C182Q	\$ 162.41
SR20 (HOBBS)	\$ 169.08
C182RG (68T)	\$ 173.60
BE C24R (566)	\$ 189.00
C182RG (65C)	\$ 211.16
CT210	\$ 252.28

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

Thank You for BEFA Volunteers at August 2017 Events

By Bob Bumpous, BEFA Vice President

August was a busy time for BEFA participation at three separate Boeing events.

First there was the **Hot Wings N' Wheels** event at the Boeing Delivery Center Thursday Aug 3rd. Thanks to the BEFA volunteers for this Boeing Lunch time event Aug 3 including Paul Briede, who moved N7568T over to Boeing Field and navigated the Boeing Flight line to put our plane in one of the Delivery Center hangar. Also, thanks go to Scott Hunziker, Curtis Jacobson and myself who manned the BEFA table during this event. In addition to all the Boeing folks we had a chance to talk to, we had a ringside seat on the Boeing flight line, through the open hangar door, for several new Boeing planes including a new unpainted 737 Max, a 787-10, a KC 46 (767) tanker, and, as this event happened during Seafair week, the Blue Angels. A number of flight line and delivery center folks stopped by to talk with us about BEFA and learning or relearning to fly.



Next, we had the **Renton Preflight Boeing Family Day** event Saturday Aug 5th. This event took place on the taxiway in front of the Renton Paint Hangar. This was another exciting event. N5344K was taxied over from BEFA and parked between a new, not yet completed, 737 Max and one of the King County Sheriff's helicopters. Thanks to the BEFA volunteers Kevin Chaney, and Chad Adamson who taxied the BEFA airplane to and from the paint hangar and manned the BEFA table during the morning shift. Thanks also to Sonny Halbawy, Bob Walker and his wife Karen Walker, Genevieve Lim, and myself for staffed the booth during the later shifts during the event. We set up our table under the wing of N5344K and had a steady stream of Renton Preflight folks and their families come by and talk to us. We let a number of kids, and some parents, sit in the airplane and tried to inspire an interest in learning to fly in all.

Our third August event was the **Renton Family Day** event. Unlike the other two events, we did not bring an airplane to this one. Our BEFA table was set up in the 4-21 building along with many other groups and organizations who participated in this event. This event was by far the largest of the three events. I heard that Boeing was expecting more than ten thousand people for this event. Thanks to the BEFA volunteers for this event including Kevin Chaney, Harium Martin-Morris, Kevin Yarnell, Chad Adamson, Matthew Shimek, and myself. We talked to many people and handed out lots of BEFA literature. Several of our volunteers work in Renton and had an opportunity to interact with their counterparts and their families.

I would like to give special thanks to Wes and Diana in the BEFA office, without whose efforts these events would not have been possible.

I believe these events, and those like them in other locations, provide one of the best ways to present BEFA to a wide variety of Boeing employees, their families and friends.

Upcoming Event – Boeing Seattle Family Day on October 1st

By Bob Bumpous, BEFA Vice President

The Boeing Seattle Family Day Event (North Boeing Field - NBF and Delivery Center) will be Sunday, October 1, 2017 – 10 A.M. to 3 P.M. inside the 3-390 Building at the Boeing Field Delivery Center site. BEFA members with a Boeing badge including: Employees, Contractors, Customers, and Suppliers are encouraged to participate. We would like someone IFR rated and familiar with operating around the Boeing flight line to fly an airplane from BEFA to the event and return it after the event, flight time paid by BEFA. Any Volunteers without a Boeing badge, (like us Boeing Retirees) must have a Visitor's Badge and be accompanied by at least one Boeing-badged person at all times. We need your name and citizenship by Sept 22, in order for Boeing to get our badges ready before the event. We need 8 or 9 BEFA volunteers to staff this event. According to my Seattle Family Day contact, there will be a new 737-MAX and a 787 in the 3-390 with us, along with a FAA airplane. I expect the event will attract a large crowd of Boeing employees, family and friends, all potential BEFA members. Please volunteer for this event and put it on your calendar. If you are interested in volunteering, please contact Bob Bumpous at 425-306-7094 or bobbumpous@comcast.net or the BEFA office. Thanks.

A Trip to Remember

By Troy Larson, BEFA Operations Officer and Bill Sanders, BEFA Member

Sometimes when we are on a flight or a trip, the unexpected happens. The decision making after such an occurrence can either lead to a safe outcome or continue on the path towards a mishap. Conservatism is always the right answer, and we at BEFA will always back up and support a pilot who makes the conservative decision and operates the aircraft without gross carelessness nor negligence. Bill Sanders was on a recent trip and ran into unexpected; deteriorating weather. Once he realized that the unexpected happened, he made conservative and wise decisions, even though these decisions made for a huge change to his plans. His story follows:

A Trip to Remember – A Return I'll Never Forget

By Bill Sanders

Since I earned my private pilot's license in 2012, my daughter has wanted to take a long trip, spending a few nights somewhere. We picked the first week of August for our summer vacation. Fly down to Newport (KONP) on Tuesday, fly home on Friday. Maybe stop off in Astoria (KAST) on the way down, hit McMinnville (KMMV) on the way home. Diana walked me through the cross-country form, Matt signed it off, wished me well and said, "Stay safe." Easy as pie!

The entire flight down was uneventful and beautiful. Had great support from ATC, took lots of photos. Landed without issue.

We had a great time in Newport. I'd check my Foreflight weather for KONP, KMMV and KRNT a couple times daily. Forecasts in KONP started to talk about morning marine layers on Friday, but frankly that didn't worry me. What did worry me was the IFR conditions at KRNT and most of the Puget Sound region due to smoke. Even Thursday, the day before our return flight, KONP TAF showed IFR in the morning, clearing to MVFR by 11 and improving later in the day. I figured I'd be able to get up and fly east, where it was clearly VFR just a few miles away. What had me worried was how I was going to get back into KRNT due to smoke, plus missing the Blue Angels TFR.

The Thursday evening sunset was spectacular in Newport. Smoke had migrated all the way down to us. Everyone was taking pictures of it. What shocked me was as soon as the sun set, I could see the fog just roll in...

Friday morning, I looked out the window at 6 AM. I checked Foreflight. Low IFR. Possibility it might clear to MVFR by 3 PM. Explored a little more of Newport. While eating lunch, Wes called. He talked about the smoke issues around Puget Sound. Then we spoke about the low IFR conditions at KONP.

After lunch, my daughter and I hopped into our rental car, drove to the FBO, and sat. About 4 PM we made the call we could have made that morning. It was too bad to go. We looked at the TAF and the discussion on weather for Saturday. Low IFR, IFR, maybe MVFR on Sunday.

Wes and I spoke. I had a couple personal pressures. My daughter had a party Saturday night that she was worried about missing. I wanted to get 435SP back to KRNT as fast as possible, worried about what BEFA members would lose their reservations, worried about missing work the following week, and frankly what it might cost me. I asked Wes if he could find an instrument rated pilot and we could drive back down on

Saturday, but my daughter and I were going to drive home.

About 6 hours later, at 10:30 PM we arrived home. Troy and Wes were both looking for pilots and we had a nibble! Paul Briede had 735LH reserved for Saturday. He and a friend (Andrew Boike) were both instrument rated pilots and were willing to fly down Saturday and pick up 435SP! We agreed to meet between 8:30 and 9:00 at BEFA. I promised to be there by 7:30! I went to bed with a plan, but excited and anxious. I finally fell asleep at 2:30.

I arrived at BEFA about 6:30 and went out to check on LH. Maintenance issues required us to switch to 7568T. I sat in the rear seat and learned more during the flight to KONP than I had in any single flight with an instructor. I watched these two demonstrate cockpit resource management. I was impressed at how they worked their checklists together, shared communications workload. The departure out of KRNT was far worse than I expected. We were VFR, but visibility was terrible. When we neared the coast, they filed in flight for an instrument approach into KONP. I had taken the instrument ground school, understood what they were doing, but I'd never been in a small aircraft on a real instrument approach.

As we descended through the soup into KONP, we talked about how one of them could get my airplane over to another airport and I could fly it back to KRNT the rest of the way. I thought about the smoke, I also thought about myself. I had about 3 hours of sleep. Finally, I manned up and just asked Andrew if he'd fly 435SP all the way back to KRNT.

After landing, we pre-flighted 435SP, both pilots filed instrument flight plans, hit the FBO and headed back to take off. We departed, flew most of the way back and then were contacted by Seattle Approach that the TFR had been moved back to 1 PM. We diverted to Tacoma Narrows, had a 3-hour lunch, talked, looked at airplanes, checked our fuel, and finally returned to KRNT as soon as the TFR lifted.

Troy reached out to me a few days later and asked me to write this article for the newsletter. I asked what recommendations Wes and Troy had for me. Troy focused on my weather briefings in my pre-flights. Wes also commented on my weather briefings, as well as lambasting KONP as an airport that sometimes you just don't go to without an instrument rating, due to the persistent marine layers that settle there.

So, here are a few of my thoughts.

First, I did keep an eye on the weather, but it was not good enough. I was focused on the METAR, TAF and imagery, with minimal focus on the area forecasts. I was keeping an eye on Renton weather, but so focused

on the news about the smoke that I let that marine layer sneak up on me. The smart thing would have been to develop a bug out early plan. I never set criteria for the prior days that would have triggered me to either return home early, or reposition the airplane to an airport away from the coast.

Second, I really didn't believe smoke could be that bad. I figured if I couldn't make it into KRNT, at least I could get close. Would it have been worth it?

Third, I hoped weather would clear, when I already knew I was done hours earlier. The impact was that we didn't start our drive home until late, contributing to my lack of sleep for the recovery mission.

Fourth, yes, I will pursue getting my instrument rating. All you CFII's out there, I need an instructor!

Fifth, I learned what great members we have in BEFA. Many thanks to Paul and Andrew for their time, patience, and education. Hopefully I can return the favor one day. To the members that had 435SP reserved late August 4th or all-day August 5th, sorry for bumping you.

Sixth, Wes and Troy weren't unhappy that I drove back. They were happy with my decision. No metal was bent, no people were hurt. They actively tried to help. Thank you!

From Your Operations Manager

By Wes McKechnie

WELCOME TO OUR NEW BEFA ACCOUNTANT

I'd like to personally thank Patti Guy who will be leaving BEFA this month. Her friendly presence and her professionalism has been instrumental in our success over the years, and we will very much miss you, Patti.



Patti came to say goodbye with a fresh supply of her famous BEFA cookies! We are going to miss you Patti!

We are sorry to see you leave, Patti. Our new "Books", is Millicent Rhoades, who has a deep background in working for Not for Profit companies, and she has grant writing skill as well which we hope to lean on. Please stop in and introduce yourself when able.

BASIC MED AND YOUR BILLING SOFTWARE ALERT

Many of you are familiar with your invoice providing a note (if you've provided us your copy of your medical) of your Medical due status. Unfortunately, FBO Manager, the accounting program we use, is not yet set up by the provider to have the new category of Medical referred to as "Basic Med", that a few of you are utilizing now, thus it cannot be tracked yet. As such, you will get a note on your statement saying your medical is overdue. Hopefully they will insert a change in the program to facilitate this soon. Remember though, it is not BEFA's job to keep track of any of your currencies, though we will try to help provide visibility for you when able. But, in the end - it is always you, the PIC who "causes the plane to fly", and is responsible for flying within any compliance.

BATH AND BAR-B-QUE

Much thanks to the volunteers Gary Pipkin and Kevin Chaney who ram-rodged the Bath & Bar-B-Que, and the following volunteers who helped wash the BEFA RNT Fleet and do some ramp maintenance on Saturday, August 19th: Gary Pipkin, Kevin Chaney (Wife: Abigail, Daughters: Brooklyn & Madison), Chuck Eriksen, Bob Hardin, Kelly Jackson, Jon Klingler, Jeff Long, Mark Middlesworth, Ray Pedrizetti, Becky , Uyseah Ung, James Walker, Dan Williams, Kevin Yarnell, (Wife: Janna, Daughter: Madison), Joerg Zender (Son: Janik) and ever helpful Harlan Zentner. They cooked up a great steak dinner and the trimmings after all the hard work. Good work to all! The rest of the members owe you a big THANKS for cleaning our fleet. If we left anyone off the list, we're sorry that we did not get your name. Let us know.

RAMP SECURITY

A reminder that ramp and gate codes are not to be given out to anyone that is not known by you or authorized to access the ramp. Please do not give out codes.

FALL PRIVATE PILOT GROUND SCHOOLS STARTING AT RENTON AND EVERETT.

A reminder to anyone that has interest in attending the Fall Private Pilot Ground Schools to contact Renton Technical College for the South End, and Everett CC for

the Northend/Everett location. Renton locations starts September 19th at 10:00am to 1:00pm for the morning class, evening class starts at 5:00pm to 1:00am, both on Tuesday and Thursday. Everett is also Tuesday and Thursdays, same times, but starts September 12th. Please see their online registration to enroll, or call RTC at 425-235-2352, and ECC at 425-267-0150. Open to all! Boeing Employees, look in to your Voucher program for tuition.

GRIEVANCES:

- 8/6/17 97PD Cessna checklists beat to death, one was only a year old. These cost \$100 apiece to replace, please be careful of them, and be careful stuffing things in the back and side pockets without checking what's in there and causing damage to the checklists...)
- 8/29/17 435SP Gust lock and pitot cover both left off, fuel not left on both, almost empty pop can left in the back of the airplane.
- End of July: Ink marks on pilot seat of 9537Q. Very bad! See photo below.



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:

- Joe Miner for taxing planes to maintenance
- Tom Forbes, Chad Adamson and Kevin Cheney for all the hard work removing and installing all the lights in the hangar, great job, thanks much!

- Andrew Boike (CFI) for folding invoices.
- Chad Adamson for getting servo part numbers
- Kevin Chaney for reconditioning our ratings/solo board.
- Ray Pedrizetti & Andrew Boike for setting up the new office printer/scanner.
- Dave Jones for researching the ADS-B options for the BEFA VFR planes.
- Many thanks to Gary Pipkin and Kevin Chaney who ramrodded the Bath & Bar-B-Que, and the following volunteers who helped wash clean the BEFA RNT Fleet on Saturday, August 19th: Kevin Chaney (Wife: Abigail, Daughters: Brooklyn & Madison), Chuck Eriksen, Bob Hardin, Kelly Jackson, Jon Klingler, Jeff Long, Mark Middlesworth, Ray Pedrizetti, Becky, Uyseah Ung, James Walker, Dan Williams, Kevin Yarnell, (Wife: Janna, Daughter: Madison), Joerg Zender (Son: Janik) and the ever helpful Harlan Zentner. Many thanks to you all!
- Mark Gaponoff for continuing repair of the ramp ladders!

From Your Safety Officer

By Matt Smith, BEFA Safety Officer

Doug Kern and I were about to head out in the Citabria for day two of the spin syllabus. It was my first time teaching it, and I was really looking forward to the flight. He pulled up to the hold-short line at RW 16, and made the call to the tower saying we were ready to go. At the same time, a call came in from Arrow CLULS saying he was south of the field, and wanted to do a touch and go and head back to Auburn. The tower cleared him to enter the downwind, and then cleared him as number two for his touch and go. About the same time, Troy Larson and his student in the Cirrus (662AJ) were rolling with instructions to follow CLULS.

We were told to hold short for the leading plane which was just about to turn base. He did his approach and landing. About that time, I realized the Cirrus had just passed the north end of the field, approaching the base turn. Something was amiss. What had happened to CLULS? The tower then called to 662AJ and asked why they had gone so far up I-405 towards Bellevue. Troy reported they had not gone north, and that it was CLULS approaching the I-90 bridge. The tower cleared 662AJ to turn base for their touch and go, and asked CLULS to turn around and come back down the east channel.

As the Cirrus approached, Doug pointed out that CLULS was at mid-Mercer Island, nowhere near the east

channel. The tower realized the same thing, and asked him to turn east, as he was in a noise-sensitive area. The pilot immediately executed a right turn towards the west channel. The tower, in an exasperated tone said, "The other east channel, the one on your left." He then added "Sir, you haven't done one thing I've asked you to do. Please fly down the center of the east channel for a straight in approach." CLULS proceeded to fly across the east channel all the way to the east side of I-405, putting him on the downwind path.

It was like watching a bad movie. It's awful, but you can't make yourself look away. As much as I wanted to be out flying, I had a morbid curiosity to see how this was going to end. The controller had gotten so caught up in this guy's mistakes, he'd forgotten us. Doug chimed in with "You know, given how bad this guy has been, I'm not sure I feel safe sitting at the hold-short line." I couldn't help but laugh, yet there was some truth to what he said.

By now, 662AJ was again on downwind. Troy realized a real mess was brewing, and requested a right 360 to kill time while the tower sorted out what was going on. The request was quickly approved.

The tower turned their attention again to the Arrow, saying "Sir, will you please fly straight to the numbers." CLULS acknowledged the request, actually managed to finish the approach, did his touch and go, and departed the pattern.

You could practically hear the controller singing a paraphrase of the old country tune "Thank God and Piper, you're gone."

They turned Doug and me loose, and we headed out towards the northeast practice area. Doing spins seemed way safer than hanging around the airport with CLULS.

This is a true tale. Ask Doug or Troy.

About now, you're asking "What's the point?" The point is every airport you go to has approach and departure procedures. They are in the Airport Facility Directory (AFD), in your EFB documents, or on-line. Renton airport has an on-line brochure, with pictures no less. Even if you have had to divert, there is significant information on your chart. In addition, if there is a tower, you can always say "Unfamiliar". While it's not clear CLULS would have been better off with "Unfamiliar" as he never really followed the tower's

instructions, it would have at least warned the tower controller not to make any assumptions about the pilot's knowledge. It is your responsibility to brief the procedures, and be prepared to execute them.

Fortunately, in this instance, there was a controller to keep everybody safe. It's not clear how things would have turned out at a non-towered airport.

Please don't be CLULS.

We'll talk again next month. Until then, be safe out there.

Matt

An Airplane Camping Trip to Remember

By Tom Forbes, BEFA Member

After 3 years of medical tests and examinations, the FAA finally determined I was fit to fly, which allowed me to again enjoy flying BEFA aircraft and my favorite destinations in the Idaho wilderness. The eclipse in Madras, OR was a once in lifetime bonus.

On my 8/18/17 scheduled departure, the clouds cleared to scattered around 13:00 east of Renton which allowed a VFR cruise climb to 8500 feet in 68T. Diverted slightly South of V-2 to avoid two forest fire TFRs, then direct to Johnson Creek (3U2). 3U2 is a 3400' irrigated turf strip that is well maintained by the Idaho Aeronautics Dept. Amenities include tie downs, hot showers, picnic tables, wifi, courtesy vehicles, bicycles, pre-cut firewood, a freezer to replenish ice and even a dishwashing station with hot water. There is also a web cam: <http://www.ruralnetwork.net/~yellowpinecm/>

During my two day stay, there were about 12 other planes plus associated congenial pilots and their passengers. About 50% were back-country planes such as C-180s and Cubs which typically departed in the early morning for breakfast at some nearby fly-in lodge and/or general exploration. I had planned to fly to Chamberlain Basin (U79) the 2nd night, but one of the other pilots said it was enveloped in smoke. Instead I hiked about one hour to the local hot springs and soaked in the ~85 F water for about 2 hours while enjoying the gorgeous scenery. Sunday morning departed to Indian Creek (S81) about 35 km SE of 3U2, but the combination of heavy smoke and a temperature inversion reduced visibility in valleys to probably less than 5 miles so diverted directly to Cascade for refueling (AOPA web site indicated fuel at Cascade was ~\$0.40/gal cheaper than McCall). Then flew direct to

Reds Wallawa (6OR9) about 120 km East—another well maintained airstrip within the Eagle Crest wilderness area in NE Oregon. Here the windsock indicated a north wind so the choice was to land downhill over 100 ft trees or uphill with a tail wind and a no obstacle approach or to abort. I chose uphill and used only 60% of the 3400 length. There is also a new luxury lodge ~1/2 mile North of 6OR9 with a 2000 ft airstrip—below my personal minimums in BEFA aircraft.

About 17:30 departed 6OR9 for Madras (S33) to view the eclipse along with some 400 other aircraft that had purchased landing slots. Most of the mountain range between Baker City and Madras was continuous TFRs because of forest fires. Therefore, diverted north and approached Madras from north following the 4 pages of instructions issued by FAA that assigned each aircraft a reporting time to tower at the rate of 20 per hour. In fact, the controllers in the temporary tower did an outstanding job and landed planes at a much faster rate. I was cleared to enter the pattern immediately. The volunteers directing taxi traffic also did an outstanding job.

The eclipse was an event to remember, but just as fun was the hangar party, associated beer garden and an 80s rock band attended by many of the 400 pilots and passengers Sunday evening. We were also treated with a fly over by 6 restored warbirds including a P-51 and P-38 from the Madras Air Museum.

Lessons learned. 1. Be flexible. TFRs indicate where firefighting is active, but not where smoke may preclude safe flying. 2. Johnson Creek is a great home base for airplane camping because of the infrastructure and wifi to check TFRs and weather without use of a sat phone. 3. One can have a great time without flying into short airstrips. 4. Be familiar with the tradeoff in aircraft performance between airfield slope, surface wind and approach obstacles. 5. There are YouTube videos of the final approach of many of the wilderness airstrips in ID including Johnson Creek.

For pilots with limited time or interested in "airplane camping light," under wing camping is allowed at East Sound (ORS) on Orcas Island. ORS provides courtesy showers and bicycles and restaurants are 1/4 mile walk or bike ride.

CLASSIFIED ADS

New book – “Stop Trying to Keep Up with the Joneses – They're Broke Anyway – A Financial Planner's Guide to Living Your Ideal Life”

Brad Berger, a BEFA member, CFP[®] and CLF[®], has published a new book on financial planning. It is available at <http://amzn.to/1GI0Ovs>

CONTACT INFORMATION

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

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

BEFA has a Facebook Page



<https://www.facebook.com/pages/Boeing-Employees-Flying-Association/208892645798282>

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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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