



[www.befa.org](http://www.befa.org)

840 West Perimeter Road, Renton WA 98057

**November 2018**

Office Phone: (425) 271-2332

**CONGRATULATIONS!**

**New Members**

<b>Jon Carpenter</b>	Class I	RNT
<b>Tess Caswell</b>	Class I	RNT
<b>Ryan Kelly</b>	Class I	PAE
<b>Vincent Lemoine</b>	Affiliate	Both
<b>Jason McCrea</b>	Class I	RNT
<b>Hieu Pham</b>	Class III	RNT
<b>Sean Smith</b>	Class III	RNT
<b>Michael Surface</b>	Class I	RNT
<b>Conner VanGerven</b>	Class II	RNT
<b>David Wilson</b>	Class II	RNT

**New Solos!**

<b>Date</b>	<b>Instructor</b>
<b>Bob Oxborrow</b>	9/17 Weller
<b>Derek Johnson</b>	9/17 Tomlinson
<b>Timothy Ip</b>	10/3 Kamnetz
<b>Teron Santeford</b>	10/15 Jacobson
<b>Joel Dahmens</b>	10/18 Tomlinson

**New Ratings!**

<b>Date</b>	<b>Instructor</b>
<b>Kim Howitt, Private</b>	5/19 Anderson
<b>Al Saunders, Instrument</b>	8/7 Heinle
<b>Nathan Curtis, Private</b>	10/10 Davis
<b>Mike Borkan, CFI</b>	10/12 Saladino/ Anderson
<b>Paul Briede, CFI</b>	10/15 Jacobson

**CALENDAR**

**Monthly**

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

**November 2018**

**BEFA Work Party – Volunteers Needed:** 11/9-11/12. Please see Wes McKechnie’s article for further information and how to volunteer!

**BEFA Board of Directors Meeting:** Friday 11/16 at 4pm at the Renton Office.

**From Your President**

By Bob Ingersoll

The Renton Airport Advisory Committee (RAAC) met to review plans for the RNT Airport Master Plan to be submitted and approved by the Renton City Council, FAA, and other Gov’t agencies as appropriate. This plan will reclassify RNT because of the volume of 737 activity now versus when it was last approved 20 years ago. A consultant hired by the City of Renton presented three options to comply with the new safety requirements. These are all significant revisions to the foot print of the airport. First the runway will remain as is, along with the taxiways. Safety areas at each end of the runway will be expanded along with protection zones. This will involve moving the seaplane ramp and several buildings will have to be removed. The RAAC, which BEFA is a member, voted to recommend one of the options. If approved by the City Council and submitted to the FAA; there will be an in depth environmental review, followed by a design and construction phase. The consultants’ best schedule for construction complete is 2026. Even though this has no immediate impact to BEFA it opens up a number of long term options for space on the airport. Our building committee is following this very closely in conjunction with RNT management. As it becomes clearer as to what is the best option for BEFA, we will keep you apprised of developments.

You should all have your BEFA ballots and I hope you’ll take some time to vote for your BEFA Board candidates.

**Aircraft Rates**

November-2018	
Aircraft	Hourly Rate
PCATD-M	\$ 15.00
PCATD-NM	\$ 20.00
Redbird FMX (member)	\$ 50.00
Redbird FMX (non-member)	\$ 85.00
C150	\$ 104.14
C172	\$ 125.27
C172SP	\$ 142.63
Citabria	\$ 143.94
R172K XP Float	\$ 169.49
C182Q	\$ 175.41
SR20 (HOBBS)	\$ 182.05
C182RG (68T)	\$ 187.23
BE C24R (566)	\$ 194.90
C182RG (65C)	\$ 200.36
CT210	\$ 238.31

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

**BEFA Chairs Available for Rental!**

By Curtis Jacobson, BEFA Vice President

BEFA recently acquired our own set of folding chairs for our annual crab feed and any other large meetings.

Knowing that the holidays are just around the corner, BEFA is willing to rent chairs out to those members that may need a few extra chairs for holiday gatherings. The rental rate will be \$2 per chair (per week). This is a great value for people hosting events without having to buy chairs!

Rental Terms and Conditions

- 1) Non-BEFA members will be charged a \$50 refundable deposit.
- 2) Renter is responsible for any damage to chair(s) and compensate BEFA for any repairs or replacement.
- 3) Renters will be charged the full replacement amount (including shipping) for all chairs not returned after one month.

**From Your Operations Manager**

By Wes McKechnie

**CONGRATULATIONS TO BEFA MEMBER PETER MORTON FOR RECEIVING THE PRESTIGIOUS MOF PATHFINDER AWARD**

BEFA's own Peter Morton was elected into the Museum of Flight's prestigious Pathfinder Circle this month. This is a very high honor. Peter is also a Board Member of BEFACT. Peter has too many accolades to cover, but his carrier spans 42+ years in Aviation, he designed the 757 cockpit, starting the path for standardization of glass cockpits. Peter held several Vice President positions in Boeing, finishing as VP of Human Resources. We are proud to have him as member of BEFA. Watch his surprise induction into the MOF's Pathfinder circle in this video taken a few weeks ago:

<https://www.youtube.com/watch?v=8JYU-Pgazco>

**BEFA BUILDING REPAIR PARTY HEADED UP BY KEVIN YARNELL, (Sierra 38556 OWNER), NOV 9th through NOV 12th, WX PERMITTING**

Many thanks to Kevin Yarnell for taking the helm on the much needed interim repairs on the BEFA office. There is more maintenance to BEFA than repairing airplanes, and we have a big need for interim repairs to the old office building. Please read Kevin's letter, below, and find out what our building needs to keep it secure for the next few years until the new building is constructed. We'd be happy to have more help if you have the time! Please consider volunteering!

*BEFA Building Repair Party, By Kevin Yarnell – Greetings all and Thank you for volunteering to help repair our BEFA building.*

*There are multiple areas we will be working to repair. Hoping for good weather so we can also paint the repairs....*

*We are tentatively planning Friday November 9 to Monday November 12 to try and complete the repairs. If the weather is decent I think it is doable. If it's raining and nasty we will only get some of the repairs completed. Obviously we cannot paint in the rain. But we can get the repairs that we can do done, and wait for painting at a future date.*

*I used to build homes for a living. I have many of the tools we will need to execute these task projects. (some of my tools my X ended up with but I have most...) I will bring my hammers, drills, pry bars, skill saw, Miter saw,*

levels, ladders and other hand tools but some additional tools that would be a great help are:

- A Pressure washer
- Additional Hammers
- Additional Pry bars
- Additional Drills
- Additional Sanders
- Additional Ladders

I will pick up the paint and materials and have them at BEFA on Friday November 9th around 11 am.

Planned Schedule:

Friday 9 Nov 11:00 am to 6:00 pm

Saturday 10 Nov 7:00 am to 6:00 pm

Sunday 11 Nov 7:00 am to 6:00 pm

Monday 12 Nov 7:00 am to 6:00 pm

Please let me know when you can be available. Plan to come as long as you can. I will plan on having lunch and possibly light dinner/pizza available to all those working. If someone wants to organize a BBQ or something by all means please.

Please see the NOTICES section on FSP's Home Page for more details

Kevin Yarnell

[yarnellk@turbonet.com](mailto:yarnellk@turbonet.com)

Cell # 425-765-0301

### BEFA IFR STUDY GROUP COMMENCES

Fred Quarnstrom is starting an IFR study group here at BEFA RNT. This is great initiative and a welcome addition to BEFA's emphasis on safety through education & communication, and I would expect also a good social environment complementing the educational/safety culture of the Association. Fred has a very broad experience base in teaching and lecturing, is a BEFA CFI, (though he currently is focused mainly on the Red Bird FMX Simulator operations). We look forward to this program, particularly as we roll into the "long dark" of winter! Please take this opportunity and email Fred at the email provided below, and let him know what times work for you so he can construct the best possible times for this forum. Thanks Much, Fred!

[IFR Study Group by Fred Quarnstrom, CFI](#)

*Learning never stops when flying.*

*In our flying careers, there have been many FAA examinations both written and flying check rides. The written tests are difficult. Often questions are used that do not reflect current practices. You are not wrong to break out the E6B and calculate a time - distance - speed problem, but there are better electronic ways.*

*On one of my last check rides, I was using the GPS unit to navigate due to smoke a visibility of about 5 miles. I was calling out my distances from my destination airport on the CTAF frequency. "10 miles SW; 5 mi SW 2 mi SW" I was using the range circles on my iPad's flyQefb app. The check pilot asked, "What are you going to do when the battery goes dead?" I pulled out my iPhone and clicked on the same app. He then asked, "What about when you drop your phone?" I pulled out my back up iPad from my flight case. Of course I had dialed in the wrong CTAF frequency and had been listening on and transmitting on a blind frequency. I should have tuned it automatically from the GPS unit. In addition, how would you find the airport? KBVS, Skagit, Burlington, Mt Vernon or BVSn.? See you learned something already.*

*As a dentist I have belonged to "Study Clubs," a group of friends who meet once a month to discuss new techniques, materials or discuss old techniques we like. Sometimes there is a topic to the meeting, often as not, it was a simple sharing of information. I probably have learned more information in these meetings than I did my last year in dental school. Yes, I did stay awake in school.*

*We, as pilots, have done a form of study clubs. "Hangar flying" sessions have taken place as long as the marine layer has existed. I was at the airport but did not like the weather, so I shared lies with other pilots while waiting for the clouds to clear. I am suggesting that a scheduled meeting might be better. BEFA certainly has enough members to make this work. We also have all skill levels from beginning students to ATPs, CFIs and test pilots. We have youngsters and old folks like myself.*

*We all learn differently. I discovered early in college that I learned very little listening to a lecture or reading a book. I learned by taking notes and rewriting those notes. At the end of finals, my dorm room had 2 to 3 inches of rewritten notes covering the floor. The same happened as I took FAA exams.*

*I think of my brain as a number of small buckets, some think very small buckets, holding information. If I use*

*the buckets frequently the info is constantly refreshed. As I age, most of the buckets are full of old information and out of date info. I also think my buckets are leaking information. They constantly need to be topped off.*

*Is anyone interested in forming a flying study club? It must be informal and respectful of all skill levels. No one can be beat up because they do not know something or there is a better answer. It is OK to ask if you do not know something.*

*I have posted a bunch of quizzes from a publication, IFR Refresher, on the walls in the room with the Redbird. Take a look. Any one of the quizzes could be the basis for a discussion. The study club topics do not have to be IFR in nature. Any aspect of flying is a good discussion topic. If you have any interest in joining such a "Flying Study Club" email me at [fredq@comcast.net](mailto:fredq@comcast.net) and let me know what evenings or Saturday morning times that would work best. Give us a couple of options. I will provide donuts to the first meeting. Our minds work best when well-nourished on a sugar high. I am not doing this to attract students; I want to pick your minds. However, CFIs this might be a way to meet new students.*

Fred

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Fred Quarnstrom  
[fredq@comcast.net](mailto:fredq@comcast.net)

#### **GRIEVANCES:**

- 10/10/18 97PD cover not reinstalled
- 10/17/18 5344K Keys are missing

### **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:

- Mike Borkan and Joe Miner for washing 97PD, thanks guys.
- Harium Martin-Morris for his leadership in tending to the Redbird Flight Sim, and computing issues.
- Nick Patrick (CFI) and Eric Wetzel for maintenance reposition of aircraft.
- Paul Ust for his ongoing support of loading the monthly data bases for the GPS's.

- James Goodnow for developing and printing the new VOR logs.
- Mike Borkan, Chad Adamson, Joe Miner and Harium Martin-Morris for helping with the invoices.
- Chuck Malmsten for temping on Board, and providing dinner for the Board Meetings.
- Chuck Malmsten for fixing the Sim room toilet
- Gary Pipkin for updating the batteries in the portable intercom boxes, and fixing the knobs
- Kevin Chaney for deep cleaning 78440 interior
- Jason McCray for providing a lunch for the office!
- Harium Martin-Morris for getting headset bags for the BEFA loaner headsets.

### **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:

- Help is needed on our Hyster 70 forklift, repairing the engine & compartment from a fire. We had a lot of interest from several people when we were approached by Boeing to see if we wanted it, and are down to just a few people actually putting time in on it. Please contact Wes if you can help out on getting this project completed.
- Volunteers to organize a BEFA Bath & Bar-B-Q to clean the fleet up. Note, if it may work better for your schedule, it is feasible for a crew of volunteer washers to wash planes on Thursday nights after the BEFA Crew finishes oil changes.
- Members with accounting software background to vet proposals for advancing/updating our accounting software.
- Someone to paint lines and "reserved" on the BEFA ramp
- Work party with carpentry experience to do some exterior building repairs and painting of the RNT office.

### **My Story**

By James Polivka, BEFA CFI

On Thursday, Nov 20th, an experienced pilot working on their float rating and I were conducting a training flight in the floatplane, 758NF. I elected to give him a

simulated engine failure on climb out. I retarded the throttle and the student correctly pitched forward and unloaded the airplane to increase airspeed to the desired power off approach speed (65-70KIAS in the floatplane). While chasing the speed, the student pitched down beyond the power off approach pitch attitude and I instructed the student to bring the nose up. Recognizing the rapid rate of descent and low energy state (airspeed was still well below approach speed) I told the student to add power as I helped increase the backpressure to bring the nose higher and arrest the descent. We continued to add power and attempted to maintain maximum lift to arrest the sink, however the airplane firmly touched down on the water in a flat pitch attitude. I instructed the student to go around and fully took over the controls shortly after as we climbed away.

We abandoned the lesson and returned to Renton where we requested a pass down the runway to have tower inspect the floats. They reported no obvious damage. I elected to land near a fishing boat with full flaps (minimum airspeed) and gently set the floats on the water to make sure they were sound. No abnormalities were noted, so I retarded the throttle to settle onto the water, taxied in and ramped the airplane normally. Upon exiting the plane we discovered that the forward left strut had snapped and the rail was bent.

Thinking about the incident, there are a few things I think we should learn from.

First, while it is necessary to pitch down during an engine failure on takeoff, it is important to set the correct pitch attitude for approach, rather than chase the airspeed. The old adage of Pitch+power=performance comes to mind. Set the pitch attitude and the speed will follow. Flying a pitch attitude works for many maneuvers including Vx and Vy climbs, Soft Field Takeoffs, Approach, Stalls, Stall recoveries, Chandelles, and many others.

Second, we often let fixation on an objective get in the way of good aeronautical decision making. In this case, the student was fixated on establishing airspeed and lost track of pitch and altitude. We should always be ready to abandon any maneuver at any time for any reason, and leave ourselves an "out" rather than fixate on a single outcome, such as completing the assigned maneuver. That could mean adding power when you don't think the power off approach will work out, or recovering to level flight if the nose drops excessively on a steep turn, or even just going around as you float past

your intended touchdown point on a spot landing rather than forcing it on. Sometimes, as was the case here, the decision to abandon the maneuver is a split second decision. It's also a decision that should not be left solely to the CFI. Nothing makes me happier as a CFI than a student who calls a go-around before I do.

### Sunriver Golfing Day Trip

By Kurt Evenstad, BEFA Member

Stepping onto the tee box at the par 5 first hole at Woodlands Golf Course midday and I was nervous with three people watching me. Intense blue sky, calm winds, and a brisk 62F temperature greeted me there at the white markers surrounded by beautiful houses at Sunriver, Oregon. Back swing felt odd with the ensuing downward swing feeling tight followed with the ball hit - maybe 80 yards. "Like I said, I'm going to tear it up out here!" said jokingly to my golf partners. Even the mule deer were laughing. 18 holes later and taking 105 strokes to get there just added to a great day, just would have been better with a sub-90 score. Pulled out my iPhone to start downloading my briefing to get back to Renton and headed into the club house to get a shuttle back to the airport.

Three weeks earlier I was at work and discussing a possible golfing trip to Oregon with a co-worker. "Yea, I would love to go on a golfing trip to Oregon!" expressed my CAD loving designer. "Cool, let me research this a little and come up with an itinerary to make sure this is possible." Immediately I was talking with him about crossing over to Yakima and then heading to Sunriver. He was getting excited and I was too. He was so excited that later that day he mentioned it to his friend and the next thing I knew it was three of us going golfing. This was all great, but as pilot-in-command, how do I make this happen? Which airplane to reserve? Am I current? Will everyone laugh at my horrible golfing?

My two companions for the trip have zero experience in small aircraft, offering no help. Although I needed one, possibly embarrassing, bit of help from them to decide upon the choice of aircraft, "How much do you weight?" The answer has been sworn to secrecy yet deciphering that three people with three sets of golf clubs requiring the 6-seat T210N turbocharged Centurion gives a clue. One benefit of the Centurion is the low usage and is likely to not be grounded so I am far from complaining. We just need to get the Centurion down to Sunriver.

ForeFlight was my first option looking at possible routes using the ForeFlight Pro Plus subscription. Crossing over the Cascades early seemed like the route I wanted so I planned for instrument conditions and entered a rock solid, flyable airway route to S21 (Sunriver). This was entered into the 'Flights' part of ForeFlight. The route was then compared to previously filed routes, of course my route was about 20 minutes longer than some of the others. The goal was not so much a sightseeing trip but a rather full day trip making time precious. I was fortunate to discuss this just a couple of days prior to the trip with James Walker after he was my safety pilot in N2365C while brushing up on the GNS480 instrument approaches. We agreed on the following ForeFlight recommended route:

KRNT SEA17820 MCKEN V23 BTG CUKIS JJETT HERBS  
DSD S21

Wait, what the heck is 'SEA17820'? That would be the 178 degree radial of the SEA vortac at a distance of 20nm. It's basically 20nm from SEA on the V23 airway. The GNS480 doesn't offer that as a valid waypoint so I decided I would omit it when I filed and expect direct-to MCKEN. I've flown IFR to McMinnville a few times and always had direct-to OLM after radar vectored, MCKEN is relatively in the general area.

Earlier in the month I had the club rules in mind which requires 5 landings and 2 hours to fly N9843Y (T210N) in the past 90 days requiring a perusal of my pilot log book. I was fine but if I could get in three landings prior to the trip then it would reset the 90 day period.

On a cloudy Thursday one week prior to the trip I headed to BEFA to fill out a cross country form and get in my landings with the fortune of running into Matt Smith. We had a very good conversation about the trip and I felt good about him signing off on it. My eyes glanced over to the white board to see Chris Clearfield's name next to N9843Y, shock overcame me as this airplane is rarely used and casually thought I could get in my landings that day. The shock faded and opportunity arose quickly, "Chris what are your plans with 43Y?" "I'm flying with Troy to get my 6-month, but he's running late." Chris explained. Talking Chris into letting me fly back seat took little effort, "as long as Troy is fine with it" in a precautionary tone from Chris. A quick trip to Jimmy John's and maybe three bites into my sandwich was all the time I had before climbing into the Centurion.

Flying back seat and taking notes allowed me a different perspective of an IFR flight. This is a luxury seldom experienced when deeply into the mechanics of flying and staying ahead of the airplane and ATC. Witnessing the two approaches, power settings, cockpit resources, and ATC interaction without flying the airplane really allowed me to reflect upon the flight real time. I thanked Chris and Troy for the great opportunity, booked N9843Y for a Saturday flight, and went home.

That Saturday came around and I got in my three stop and go landings with two extra just because Renton was surprisingly quiet. The forecast from the local television was spelling gloomy weather that weekend keeping the fair weather fliers away. Anyone who flew on September 15th will tell you it was one of the best weather flying days with few clouds at 5000 feet and overcast at 7500 feet locally. BEFA complex/hi-performance requirements: check; night currency just in case I get in late to Renton from Sunriver: uh oh...

A few days later, after flying with James IFR in N2365C (same day mentioned earlier), I stuck around the airport for a few hours to wait until 1 hour after sunset. This being the legal time to log night landings and also the time that just about every airplane at the club is available. Though the C172S aircraft are seemingly impossible to find open, I was pleased to checkout 9537Q for this occasion. I had flown this plane to Bremerton with only the moon to light my way once and loved the well-lit panel. With only one other pilot in the pattern with the obviously same intentions, I got in my required landings.

The original 7 day outlook was for that flight to Sunriver on Thursday September 20th to be relatively uneventful for weather in western Washington, mostly clear and mild temperatures. That was not the case the night before my flight when checking the area forecast in my briefing. To get me even more wary was an Airmet for moderate icing above 10,000 feet, and a pilot report confirmed icing above Seatac at 10,000 feet that evening. Alright, now I have to dig into my experience, my abilities, and most important my minimums.

Visibility was not an issue at Renton but other areas had mist and visibilities that really got my attention that morning. The ceiling was mostly around 3000 feet with a few areas experiencing less. Renton was 3400 overcast with 10 miles visibility. The decision was made to file IFR like I had always intended at 7000 feet knowing I would get 9000 feet when crossing the mountains in Oregon. The IFR clearance I received from Renton Ground was

amended by ATC to include 'SEA17820' prior to MCKEN. I already had this in my ForeFlight and knew I could fly direct to it with the features in ForeFlight, it was getting this into the GNS480 that concerned me. I was ready to use the CRSR feature to put in a user defined point for an approximate location of SEA17820 which happens to fall between McChord and Spanaway airports.

Prior to my IFR takeoff I briefed the passengers that we would be in the clouds in a couple of minutes and that this is planned. I assured them that we would eventually be at 7000 feet and above the clouds. Final checks, throttle applied per the checklist, a quick glance at the fuel flow, and we were off on the Renton Three departure at 7:54am. Shortly thereafter I was radar vectored for a while and then cleared to MCKEN resuming navigation, never needing SEA17820. The clearance to 7000 feet came before getting to MCKEN allowing for a beautiful reveal of Mt Rainer with the sun rising. I completed the cruise checklist, took a deep breath, checked in with my passengers, and wondered how bad my golf will be.

The flight was mostly at 7000 feet until the Oregon mountains caused a climb to 9000 feet. ATC offered RNAV RWY 18 into Sunriver and I accepted. Sunriver doesn't have a weather source but the nearby Bend Airport was saying relatively calm. Straight in for runway 18, touchdown, rolled out to the end with almost no brakes, and start the 5 minute turbo cool down timer at 9:34am. Called the shuttle shortly after securing the airplane and was at the golf course well before our 11:48am tee time, which ended up delayed 45 minutes due to frost.

The flight back was filed the same as the trip down, again leaving off the SEA17820. Seattle Center was too busy to be reached while on ground at Sunriver so I tried McMinnville Radio. They too couldn't get a hold of them so I launched at 6:20pm under VFR (it was severe clear in the area) and was finally able to get Seattle Center just after crossing the DSD vortac. I did not file the airway 'T304' between HERBS and JJETT so there was a minor issue with my 8000 feet filing altitude. I asked ATC to clarify and she said the minimum vectoring altitude in that area is 9000 feet, but for airway T304 the minimum is 8000 feet. Filing direct between two waypoints doesn't mean the flight is being flown on the airway. I promised her next time I will file T304. Shortly after reaching JJETT we were cleared direct to BTG shortening the trip by maybe a couple of minutes.

A blanket of clouds met us just north of the Oregon/Washington border about 2000 feet below the airplane. ATC provided radar vectors prior to MCKEN that took us out to Bremerton and eventually an east turn to LUTSY to fly RNAV Y RWY 16 approach under a 4700 feet broken layer and an awesome uninhibited view of the area under nightfall. Touchdown was around 8:15pm.

The three of us had a very memorable trip. Having the IFR skills and capable aircraft available allow us to do some truly remarkable things even when the weather is not ceilings and visibility unrestricted (CAVU). Most importantly planning and staying current kept me comfortable in the left seat. There never was a time when I was surprised, well maybe when I got par on two holes (that's the truth!).

## CLASSIFIED ADS

BEFA's own Chris Clearfield has written ***Meltdown: Why Our Systems Fail and What We Can Do About It***, a book about how complexity causes failure in all kinds of modern systems—from a crash on the Washington, D.C. metro system to an accidental overdose in a state-of-the-art hospital or an overcooked holiday meal. At first glance these disasters seem to have little in common. But Chris and his coauthor argue that all these events—and the myriad failures that dominate headlines every day—share similar causes. By understanding what lies behind these failures, we can design better systems, make our teams more productive, and transform how we make decisions at work and at home. Link: <https://amzn.to/2J8sXFi>

## CONTACT INFORMATION

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

**BEFA Webcam:**

<https://video.nest.com/live/75LBU4d2bp>

**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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Fax: 425-271-2066

**Millicent Rhoades** Wk: 425-271-2332  
[befa\\_account@mindspring.com](mailto:befa_account@mindspring.com) Fax: 425-271-2066

**BEFA Aircraft Maintenance Issues****contact, in order of:**

- 1) Ops Manager, Wes McKechnie: (425) 271-2332
- 2) Emergency / Semi-Emergency text (425) 384-9680
- 3) Ops Officer, Troy Larson (206) 953-9596
- 4) Any Board Member

***Renton Maintenance:***

In the event no other contact above is available, call Ace Aviation directly: (425) 204-0845

**Everett Office**

No phones at this time. Please call the Renton office in an emergency, otherwise contact the focal below.

**PAE Coordinator:**

Oliver Meier (510) 541-2142  
Casey Johnson (206) 271-4027

**PAE Maintenance:**

Casey Johnson (206) 271-4027

**PAE Facilities & Support:**

Oliver Meier (510) 541-2142  
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