



840 W Perimeter Rd Renton, WA 98057

Office Phone: (425) 271-2332

befa.org

WELCOME ABOARD!

New Members	Share Class	Airport
Akash Bansal	Participating II	Both
Greg Bower	Family	RNT
Amanda Fisher	Guest I	RNT
Connor Hulscher	Participating II	RNT
John Kotsalis	Participating I	PAE
Jon Alexander Torres	Guest II	RNT

CONGRATULATIONS!

Member	1st Solo Flight	Instructor
Matt Ryan	4/2/2021	Moore / Boike

2021 CALENDAR OF EVENTS

May						
Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19		21	
23	24	25	26	27	28	29
30	31					

- 20** May **BEFA Board Meeting via Zoom**
Thursday, 4 pm
- 22** May **BEFA Flying Study Club via Zoom**
Saturday, 10 – 11:45 am
Host: Fred Quarnstrom
Speakers: Fred Quarnstrom & Harlan Zentner,
BEFA Ground Instructors

Notice of Upcoming BEFA Board Meeting

Thursday, May 20, 2021 at 4 PM



To All Members:
You are welcome to join this month's Board Zoom Meeting.

Join Zoom Meeting

<https://zoom.us/j/92395254565?pwd=YTcx bXVBZ01wcFdsRzZYOE2T0hNQTO9>

Meeting ID: 923 9525 4565 Passcode: 869203

One tap mobile

+12532158782,,92395254565#,,,,*869203# US (Tacoma)

When logging in, please provide your name and phone number.

Medical or BFR/Flight Review Records

As most of you know, we are no longer sending out paper billing to your home addresses. Our obsolete billing software had a built-in trigger to remind members when their medical or BFR/Flight Review was expired. The new software for billing in FSP does not have this feature for Staff to process.

- ❖ If you have a new medical exam done, be sure to record the new medical date in your Pilot Record and also place the medical exam copy in your Pilot Records folder. When you have a BFR/Flight Review, be sure your instructor enters the information in your Pilot Record. The Pilot Record is located in the Pilot Training Records Cabinet.
- ❖ If you have a copy of your medical certificate scanned for email, we'll be glad to print it and place it in your training file.
- ❖ If ever there is a need for BEFA Instructors or our Safety Officer to review your training status or currency, it will readily be available and make for a smoother transition.



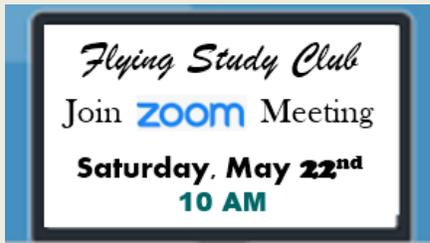
Why would you want to fly to AirVenture Oshkosh?

by Fred Quarstrom & Harlan Zentner

There are several reasons. It is a semi challenging cross country flight. It is the time of year when weather is on your side as opposed to almost any other month. One needs to plan on stops for fuel and stops to spend the night. It is about a 12-to-15-hour flight each way. Most importantly, you must monitor conditions and be ready to adjust your goals due to weather, time of day, possible towns with motels. You must remain flexible. Plan but be prepared to make changes. This is probably the largest gathering of aviation geeks in the world. You will only see about 70% of the show if you start early every day and walk until you drop. Everything from powered parachutes through home-built jets and spectacular air shows every day. This year will be Fred's 6th trip.

This presentation will be a discussion of five (5) round trips flying BEFA aircraft with heavy use of home videos. We will also talk about tricks we use to keep current in the particular aircraft I am flying as well as evaluating potential airports. These forms work well for all beginning pilots. Even if you are not going to KOSH, you might enjoy some of these tricks.

You will arrive back at BEFA fully schooled in the use of GPS, ADS-B, and autopilots. It is a great way to see the Cascades and Rockies IFR (I follow roads). From East Montana to Oshkosh the country is a whole different world.



To login, click here:

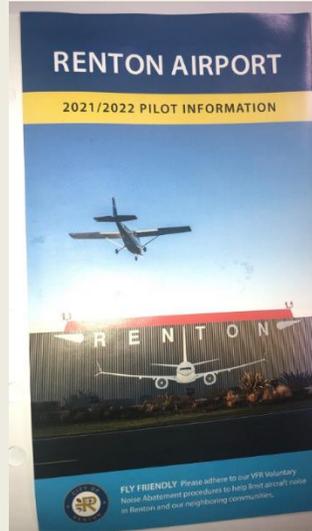
<https://us02web.zoom.us/j/5747359443?pwd=VIFUNFNMdHBiMwDwdm8vb3RJZvZlZkQ0T09>

Meeting ID: 574 735 9443 Passcode: 818922

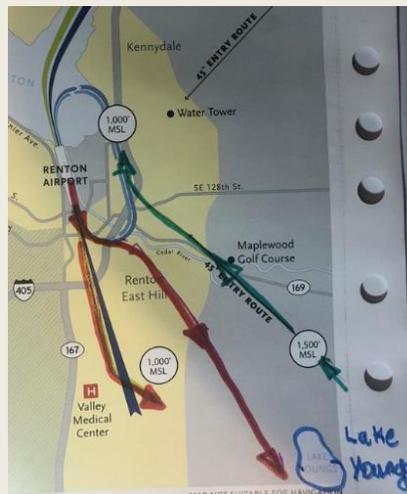
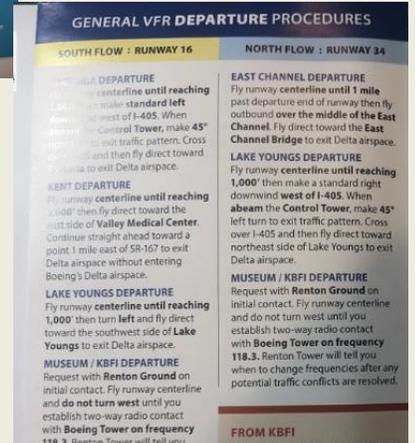
If you have questions, call Fred Quarstrom at 206-313-0496, or email to fredq@comcast.net.

Renton Airport Arrival & Departure Procedures

By Fred Quarstrom



Last month the BEFA Flying Study Club featured the Tower Manager, Chris Bahlman, who discussed proper approach and departure paths to KRNT along with how the Tower handles communications. Sometimes there will be a separate ground controller other times one controller will handle both. This was a good discussion of proper procedures for arrival and departure.



Stop by the KRNT Control Tower and pick up the Renton Airport 2021 / 2022 Pilot Information brochure. It is a good idea to review these every now and again.

Once the virus is past they will welcome visits, particularly from students.

**From your President,
Bob Ingersoll**

Financial Outlook

Your Board met in April and the main topic was our financial situation. We learned from our insurance underwriters that there has been and continues to be tremendous financial pressure on all facets of the worldwide aviation industry. BEFA's insurance is imbedded in a greater category that includes all of general aviation, commercial airlines and manufacturers. The impact of the Boeing 737 Max crashes combined with the layup of all the Max fleet plus the layup of airline fleets around the world because of COVID has created a very unattractive situation for 2021 insurance premiums. Keep in mind when all these jets are grounded and laid up, their insurance premiums are reduced dramatically. Thus, the insurance carriers are dealing with huge claims to be paid out as well as simultaneous significant loss of revenue because of the grounded fleets. Your Board has assessed this plus other cost pressures like the increase in our land lease rates and has voted to implement a 2.5% aircraft rate increase effective immediately, which is equivalent to a Consumer Price Index increase. This will also help cover increases in capital repair increases. At this time there will be no adjustment in BEFA monthly dues and insurance. It will remain at \$110 per month.

We all look forward to the summer flying season. The best thing we can do to mitigate future insurance claims and premium increases is to fly safe. Remember that when an aircraft is down for maintenance, BEFA is prioritizing to make sure you have safe reliable aircraft to fly. Both PAE and RNT maintenance facilities are backed up with the gradual return of GA normality demand, which also impacts parts supply chain issues until inventories are well stocked again.

**From your Operations Officer,
Matt Smith**

First, let's take care of some business. The Board has voted to revise the wording in the Rules of Operation as to when dues are considered late and subject to a late fee.

Section 17.4(a) Payment of Accounts

Payment Due by/on the 25th of the month

Previous wording: All accounts are due by the 25th day of the month and become overdue if payment is not received in the BEFA office by midnight on the last day of the billing month.

New wording:

Full payment for a member's account balance, owed as of the first of the month, is **due by the 25th day of the same month and becomes overdue if not received in the BEFA office by 6 PM of the 25th.**

Explanation

The original wording wasn't sufficiently explicit, and the office regularly received complaints about whether someone's payment was late. The new wording makes it the member's responsibility to ensure the payment is in the office by a specific date and time. Mail postmarks will not be considered. Either it's in the office or it's not. To avoid incurring late charges, some Leave of Absence members pay several months in advance....just a thought.

Fleet Addition - Cirrus SR22T

Now, on to Operations news. We've just added a 2013 Cirrus SR22T (turbocharged) G5 GTS (N927CS) to the BEFA fleet as a leaseback. This is a really nice airplane for traveling.



It has **twin G1000's** along with all the Cirrus bells and whistles, including a **Garmin GFC 700 autopilot**. It's powered by a **315 HP Continental TSIO-550-K engine**. Nominally, it should **cruise at around 180 KTAS (10,000 feet), burning roughly 20 GPH**. It also has **air conditioning and a five-place oxygen system**. In addition, it has a **FIKI (Flight into Known Icing) Certified TKS De-Ice System**. **The useful load is 1120 pounds**. It will **hold roughly 92 gallons of gasoline**, leaving you with 568 pounds for pilot, passengers, and baggage. A couple of people, a couple of golf bags, and away you go to your favorite golf destination. As of the printing of this newsletter, the aircraft rate is \$281.88/Hobbs hour.

There's a really nice article on the introduction of this Cirrus model in the *Flying* magazine archives (<https://www.flyingmag.com/aircraft/pistons/generation-5-cirrus-sr22/>), describing the upgrades relative to the previous models and the flight characteristics.

As a bonus, BEFA just happens to have a SR22 G1000 panel for the Redbird Flight Simulator. This means you can get familiar with the panel and airplane at the simulator rate, and then go fly the airplane.

From your Safety Officer, Mike Sievers

Traffic Advisory

When using VFR flight following or being controlled during IFR flight, you hear "Cessna 123, traffic 12 o'clock, opposite direction, Piper at 8,000 feet". What is the controller thinking when he decides which aircraft to call as traffic? Many pilots are not aware of the regulations that govern how controllers call traffic. Most of the time the differences between various situations fall into the "nice to know" category. Looking in the direction indicated and scanning for traffic is enough. Sometimes, however, being able to interpret what the controller is saying can be critical.

There are actually three separate rules that govern traffic calls.

The first is **Traffic Advisory**, which is used to make IFR pilots aware of VFR traffic in their vicinity, and this is the most commonly heard during VFR flight following.

The second is **Merging Target Procedures**. This is used when two IFR aircraft target symbols on the radar scope are going to touch and are separated by the minimum appropriate altitude.

The third rule, which is the main subject of this article, is the **Safety Alert**. Safety alerts are traffic advisories given when there is a very real possibility of a collision.

While the controller's job is to separate IFR traffic, controllers may not just sit and watch two VFR airplanes run together. Once a controller is aware of a safety issue, assisting the pilots involved becomes top priority.

Let's say you are receiving VFR flight following at 6,500 feet and, unknown to you, the Controller has been watching another VFR airplane approach you head-on, indicating a climb. The other airplane was at 5,600 when first noticed, then at 5,800, 5,900, and looks as if it will arrive at 6,500 feet the same time his target will merge with yours. You will hear the following phraseology: "Cessna 123, **traffic alert**, 12 o'clock, three miles, opposite direction, indicates 6,100 and climbing." The clue that this is a safety alert is the phrase "**traffic alert**."

The addition of the word "alert" completely changes the meaning of the traffic advisory. With that one word, the controller is telling you that you are in danger. Some controllers may change the wording slightly and say "safety alert" instead of "traffic alert" in order to use a word that pilots are not used to hearing from controllers.

If you ever hear an advisory that uses the word "alert," "safety," or something similar, take it very seriously.

But what happens if you get a safety alert and don't see the traffic. All though the Controller has the authority to issue a safety alert, he has no legal responsibility to resolve the situation. However, many Controllers feel a moral responsibility to take action and will issue a vector away from the other airplane. Others will simply issue advisories. If you hear a safety alert and do not see the traffic, you may tell the controller "give me a vector" and he will. On a scale typically used on controller radar screens (100 miles or more) once you are down to about 2 miles, the controller can no longer resolve your position well enough to be sure you will pass clear of an on-coming airplane.

With the system as it is, the controller alerts you of a condition and, by scanning for traffic, it is up to you to assess the information and ask for a vector if needed. The controllers cannot fly the airplane for you, but will give you the information needed to exercise your authority as pilot in command to decide how to resolve the situation yourself.

From your Operations Manager, Wes McKechnie

'Attaboys' for our Volunteers

Your fellow members continue to pitch in to keep us running smoothly, often saving money in the process. We thank the following for their recent contribution.

- Sonny Halbawy for all the good work for our emergency main water line repairs.
- James Walker (CFI) for firing up the lawnmower again and cutting our office grass!
- Gary Pipkin for shuttling maintenance planes.
- Gary Pipkin for fixing leaky valve in the bathroom.
- David Tyler for help on aircraft values.
- Herb Johnston for taxiing planes from maintenance.
- Dave Stockwell and Julia Bitzes (CFI) for delivering aircraft to maintenance.
- Austin Watson (CFI) for fixing the floatplane ropes.
- Ed Miao for washing the floatplane.
- Charlie Mallory (CFI) for updating the Nav databases while Paul Ust was gone.

Special Thanks

To Sonny Halbawy for Repairs on Our Office Waterlines

BEFA wants to thank BEFA Member Sonny Halbawy and his employees with his US Construction company for fixing our emergency stemming from a surprise broken waterline to the Renton office facility. We were fortunate to have his crew directed to come out that day to survey, and then commence work as soon as the next day. It turned out to be pretty extensive repair work from what was first thought, and the ancient infrastructure made it quite a challenge, but we are up and running with water again.

Gasper Air Vents Care and Operation

Please be careful when regulating airflow with the gasper type air vents. They are being twisted open and closed positions beyond their stop limits, and are breaking as a result. As soon as you feel the stop engage, don't twist it any further. It's not going to accomplish any more air; it will simply break it, usually in the open position.

BEFA Work Party Needed

The breezeway on the north side of the building requires some repair work, and some aircraft tiedown anchors need to be set up on the ramp. Dave Stockwell is stepping up to ramrod the project, but he needs a few people with carpentry familiarity and basic tools to help out.

Please contact me at the office if you can help out on this. There is a small chain link security fence that also needs to be erected and to be 4 foot long. Please see me if you can assist on any of these projects. Thanks!



BEFA FLIGHT HOURS

Total Flight Hours for April: 552.5

Increase from previous month: ↑ 29.1%

AIRCRAFT RATES

May-2021	
Aircraft	Hourly Rate
Cessna 150	\$ 110.59
Cessna 172	\$ 131.64
Cessna 172SP	\$ 151.82
CubCrafters-18 (HOBBS)	\$ 170.00
Cessna 182Q	\$ 189.55
Cessna 182RG	\$ 201.95
Beech Sierra C24R	\$ 197.80
Cirrus SR20 (HOBBS)	\$ 178.11
Cirrus SR22 (HOBBS)	\$ 281.88
Cessna T210	\$ 238.34
Piper Float N7LX (HOBBS)	\$ 160.00
Cessna R172K XP Float	\$ 176.36
Redbird FMX (member)	\$ 50.00
Redbird FMX (nonmember)	\$ 85.00

VISIT THE BEFA WEBSITE (BEFA.ORG)

“OUR FLEET”

TO SEE THE AIRCRAFT DESCRIPTIONS.

Announcing N7LX, the SECOND BEFA Floatplane

By Martin Makela

There is no better place to fly a floatplane than the Pacific Northwest and no better place to learn than BEFA. BEFA is the ONLY place you can rent not one, but TWO floatplanes after obtaining your Single Engine Sea rating! Other clubs only permit instruction, not solo rental, which means at BEFA you are not required to have an instructor on board after receiving your rating. Only the outstanding safety rating of BEFA allows us to keep this available to our members. Imagine the joy of flying through the San Juans on a crystal-clear Pacific Northwest day, landing at an isolated lake to tempt lonely trout and have a picnic lunch. Is this the year you move to the pure fun of flying floats? Haven't you always wanted to get that rating? Your family and friends will thank you. **N758NF has a stablemate: N7LX. Ready for you now.**

BEFA Members Joe Miner and Martin Makela recently purchased a 1947 Piper *SuperCruiser*, now available for instruction and rental. You read that right. **1-9-4-7**. Nearly 75 years old, and still flying strong. Where else can you fly a WWII era aircraft? This is the larger and stronger, younger brother of the iconic 40 hp J-3 Piper Cub. You'll appreciate the extra width and legroom in the cockpit. Over the years, many modifications have been added to this airframe, including a 160hp O-320 engine, larger tail feathers, flaps and vortex generators. The plane flies great and jumps off the water. Watch the spray through the transparent seaplane door.



Float planes, especially one this iconic, reminds us of the pure joy of flying. No Gyro, no GPS, no VOR. Just stick and rudders, a fixed pitch prop, tach and airspeed. Flying floats will make you a better pilot (rudders matter, apparently...) and you'll smile for the whole flight.

Contact Joe or Martin if you have questions or to start your training. Either of them would be happy to share costs of an intro flight with you or assist with arranging for one of the float instructors to start your training. As an incentive, Joe and Martin are offering one free hour of flight time and a free embroidered N7LX polo shirt for the first BEFA member to attain their SES qualification in N7LX. Join us on the water!!!

--Joe Miner (joem@isomedia.com)

--Martin Makela (flydoc@hotmail.com)



FUEL SAMPLING/SUMPING BEST PRACTICES

by Kevin Yarnell

How Do you Sump?

A few months back BEFA experienced a serious fuel contamination to the majority of the fleet in Renton. The simple action of sumping the tanks saved the fleet from serious issues. It canceled a few flights and required some maintenance, but the planes are back ready for all of us to enjoy. This contamination could occur anytime and anywhere so this brings up the question, how do you sump?

Have you ever been asked to go pick up one of our planes from maintenance or take one over to ACE/Regal? Did you pre-flight it or just jump in and taxi it over? Not flying, its staying on the ground right so that's okay...or is it? Could that quick trip introduce a contaminant into the engine? How about when you have flown into Destination Paradise, spent the day having fun and returned to the plane and thought, "Hmmm, I need fuel". The self-serve fuel is on the other side of the ramp so you jump in and taxi over to fill up. Was that a good idea? Could you have just introduced a contaminant into the engine and not known it? What if it was raining at Destination Paradise, and a bit of water got into the tank. Now your short trip across the ramp moved that water into the engine and it's no longer detectable at the tank sump. You top off and conduct your pre-flight inspection at the fuel station. All appears good, but could there be contamination in the engine and you don't know until it's too late? This brings me back to how do you sump?

What do you do with that sumped fuel sample? Do you put it back in the plane? Was the sample container clean of all debris or did you just put a small piece of lint, fabric, or dirt from the seat pocket into the tank? Could this lead to fuel contamination and ruin the engine? Maybe/maybe not. What is your practice when you sump?

As we all know BEFA has a variety of aircraft, not all have the same sump procedures. Do you fly more than one type? Do you know where all the sumps are?

The Cessna 150, Cessna 172K, N and P models and our Cessna 182's have 2 sumps (1-Right wing, 1-Left wing) and one strainer in the cowling. You have to pull the 'strainer', but can you catch that sample? How do you tell if there was contamination in the sample? Maybe you need a small pan versus the Gats jar?



- The Cessna 172RS models have 13 sumps (5-Right wing, 3-Nose, 5-Left wing) Did you find them all?
- The Cirrus has 4 sumps (2-Right wing forward, 2-Left wing forward).
- The Sierra has 3 sumps (1-Right wing, 1-Left wing which require the 'pin' on the Gats jar and 1-Nose which requires no pin).
- The 210 has 5 sumps (1-Right wing, 3-Nose drains, 1-Left wing).

Do you know where each sump is and how to properly sump and sample?

Take the time to learn the aircraft differences, and apply best practices for sumping and sampling of fuel. Sample every sump/strainer, if unsure, because there might be water or contamination resample. Conduct a full pre-flight each and every time before you power up and move the airplane. Don't contaminate the fuel in the plane by using a dirty jar and blindly putting the sample back into the plane. Consider disposing of your sample in a fuel jug or a fuel catch basin so that the lead is not entering our rivers, lakes and streams.

Best Practices for Sumping Fuel

1. If you are consistent and perform your pre-flight every time, you will have less chance for something to be missed.
2. Always consult and use the provided checklists. Ensure you slow down and double check your checklists, take this preflight time to make certain the plane you are about to fly is ready and safe.
3. And before you ever start up the engine, be sure it is free of contamination to prevent any chance of engine trouble in the future.
4. Be vigilant, safe and take care of our fleet. It only takes a few minutes to ensure the safe operation for a memorable and safe flight.

PAINE FIELD PILOTS



Please remember, you must have a badge to access the airside of the perimeter boundary to access Regal and our planes. See below.

Paine Field Airport Badging Requirements

BEFA members flying out of Paine Field are required to have an airport issued badge. Only badge holders are allowed access to property within the security fence referred to as Air Operations Area (AOA) or "airside".

Obtaining a Badge

To begin the process, become informed by reading the following Paine Field documents:

- Airport Operations Area Security Badge Booklet 10-7-2019
- Authorized Signatory Training Guide 8-27-2019



Applications & Forms to Complete

<https://www.painefield.com/194/Badging>

1. Complete the linked AOA GA badge Application.
2. Complete the linked Authorized Signatory test. You will become your own Authorized Signatory. Being your own Authorized Signatory means that you are responsible for your AOA badge and the renewal of your AOA badge.
3. Complete the linked TSA form which requires signature and date.

Schedule your Appointment Online

using the10to8 online portal:

<https://10to8.com/book/xdgeyuibwkhlyrhwgr/>

Bring your I-9 documents listed below.

- A document from List A (e.g., Passport or Passport Card) **OR** from List B **AND** List C (e.g., Driver's License and Social Security Card or Driver's License and Birth Certificate, etc.).
- Provide originals of the above documents at your appointment, and copies will be made for the Badging Office. Expired documents are not accepted.

Contact Information for:

Airport Credentialing Office

3220 100th St SW Suite A
Everett, WA 98204

Office open Weekdays:

8:30 am - 12:00 pm and 1:00 pm - 4:00 pm

(By Appointment Only)

Email: SAR-Badging@co.snohomish.wa.us

Questions: Call (425) 388-5106

Airport Restaurants in Washington



City	Airport Name	Airport ID	Restaurant Name	Location	Website URL
Puget Sound					
Arlington	Arlington Airport	AWO	Ellie's at the Airport	Midfield Runway 16/34 East Side	No website/see Facebook
Elma	Elma Municipal Airport	1WA7	Happy Landings Cafe	At the entrance to the airport	No website
Gig Harbor	Tacoma Narrows Airport	TIB	The Hub	Adjacent to Control Tower	thehubgigharbor.com
Port Townsend	Jefferson County Intl Airport	059	Spruce Goose Café	Adjacent to parking apron	sprucegoosecafe.com
Puyallup	Pierce County Airport Thun Field	PLU	Top Gun Bar & Grill <i>(must be 21 years old)</i>	Midfield West Side adjacent to parking apron	topgunbgllc.com
Seattle	Boeing Field	BFI	Cavu Cafe	Inside King County Terminal Bldg.	cavucafe.com
Snohomish	Harvey Field	543	Buzz Inn Steakhouse	NE Corner	buzzinnsteakhouse.com
Other Airports					
East Wenatchee	Pangborn Memorial Airport	EAT	Café Pangborn	Terminal	Pangbornairport.com
Moses Lake	Grant County Intl Airport	MWH	Jet-A-Way Café	Terminal Bldg.	No website/see Facebook
Pasco	Tri-Cities Airport	PSC	Tailwind Bar & Deli	Terminal Bldg.	tailwindconcessions.com
Richland	Richland Airport	RLD	Ann's Best Creole & Soul Food Cafe	Base of Control Tower	No website/see Facebook
Spokane	Felts Field	SFF	Skyway Café	Terminal Bldg.	skywaycafe.com
Walla Walla	Walla Walla Regional Airport	ALW	Hidden Valley Bakery	Terminal Bldg.	hiddenvallybakery@my180.net
Yakima	Yakima Air Terminal	YKM	Reno's on the Runway	East end of airport next to McAllister Museum	renosontherunway.com

Note: Restaurants at the airport in Bremerton, Burlington, Hoquiam, and Westport are closed.

April 2021

Source: http://www.flywashington.org/uploads/1/2/2/6/122660921/washington_airport_restaurants.pdf

Contact information can be obtained from Flight Schedule Pro; navigate to People.

OFFICERS & STAFF

Board of Directors

President	Bob Ingersoll
Vice President	Kevin Chaney
Operations Officer	Matt Smith
Safety Officer	Mike Sievers
Treasurer	Ann Galbraith
Secretary	Aaron Balog

Staff (425) 271-2332

Operations Manager	Wes McKechnie
Operations Assistant	Diana Cassity
Operations Assistant Saturday	Yvonne Pipkin
Accountant	Millicent Rhoades

EVERETT OFFICE CONTACTS

There are no phones at this time. Please call the Renton office in an emergency; otherwise contact the focal below.

PAE Coordinator	Oliver Meier Casey Johnson
PAE Maintenance	Casey Johnson
PAE Facilities & Support	Oliver Meier Casey Johnson
PAE Safety Focal	Steve Kirsch Mike Dubbury Oliver Meier

BEFA AIRCRAFT MAINTENANCE ISSUES

Contact in the order of:

1. Ops Manager, Wes McKechnie (425) 271-2332
2. Emergency/Semi-Emergency text (425) 384-9680
3. Ops Officer, Matt Smith
4. Any Board Member

Renton Maintenance:

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

SOCIAL MEDIA

Volunteers are welcomed: Join our team and help post/moderate any of our social media accounts. If interested, be sure to reach out to media@befa.org.



BEFA Facebook Page:

<https://facebook.com/BEFA.Washington/>

BEFA Facebook Group:

<https://facebook.com/groups/BEFA.Washington/>



BEFA Instagram

<https://instagram.com/befa.washington/>



BEFA Twitter

https://twitter.com/BEFA_Washington

Notes to Members:

Don't forget to use our new tag, #befawashington, on all your future posts!

CONTACT US

General Inquires or Information: office@befa.org

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