



NWBS Flyer

July, 2010

President

John Foose & Betty Foose
foose@nwbonanza.org

Vice President

Jim & Sherry Smith
jimsmithcfi@nwbonanza.org

Secretary

Dale & Eileen Hemman
dale@nwbonanza.org

Treasurer

Fred & Dianne Bassett
fbassett@nwbonanza.org

Director

Jim Dunn & Susan Whittier- ID
im@tru-cast.com

Director

Open- OR

Director

Bill Stoelt & Susan Henderson -
WA & BC
S35Bonanza@nwbonanza.org

This issue
Meet your Board
of Directors

Newsletter submissions
deadline 8/16/2010
Stephanie Allen, Editor
Red.Skyhawk@GTE.net

President's Message

>> How and when did you get interested in or into aviation?

[Betty Foose] I was always interested, but really began the process of getting my license when I began dating John in 1982. I jokingly say he would not have married me if I didn't pass my check ride. I got my license the day before our wedding in 1983. I took my training at Pearson Air in Olympia, Wa

[>> What aircraft have you owned and if you own one now what model?]

[Betty Foose] The plane that John had (and I inherited) when we got married was a Cessna Cardinal (177). Just a couple of years later, we bought a Bonanza E model, and then sold the Cardinal.

In 1996, we bought a V-35 that we lost due to wind shear in San Antonio in 2006. Now we own an A-36 Bonanza.

>> What non-owned aircraft have you flown?*[Betty Foose]* I am sorry to say....nothing more exciting than Cessna 172's

>> Tell us a little bit about your home airport.*[Betty Foose]* Well, Paine Field in Everett, the home to many of our fellow NWBS members, is home to about 50 Bonanzas, and is a very active airport. It is home to the Boeing 747, 767, 777, and 787!! It is an exciting place to be when planes take their "maiden voyages". We have been lucky to see the first flight of the 777 and the 787 at our field.

>> Are you involved or have ever been involved as a volunteer in any other aviation related organization?*[Betty Foose]* **We are members of American Bonanza Society, the Beechcraft Heritage Museum, AOPA, EEA, as well as the Southwest Bonanza Society, the Southeast Bonanza Society, the Midwest Bonanza Society, and the Bonanza Vagabonds. We were especially active, serving as Vice Presidents, in the World Beechcraft Society which has been absorbed by the Beechcraft Heritage Museum.**

>> What is/was your career?*[Betty Foose]* My career background was in Business Management in the Medical Field, but the last 25 years, John and I have been partners in a Real Estate business. We had a Real Estate brokerage in Sacramento, and we continue to hold Real Estate licenses in Washington and California, even though we try to consider ourselves "retired".

>> What inspires you about aviation?*[Betty Foose]* Simply put, the feeling of being in a position to see the world in another dimension. I totally love the beauty of the terrain, and the sky from our Bonanzas. Nothing really compares to it. Of course, like all pilots, I enjoy the challenge of flying. Awesome!

>> Why are you a member of NWBS?*[Betty Foose]* Camaraderie and to help further General Aviation.

>> Anything else of interest would you would like to share?*[Betty Foose]* I am enclosing an article that I wrote that was published years ago in one of the WBS magazines. **By the way, these girls are now 19 and 21 years old!!!!**



FLYING, A LITTLE BIT OF HEAVEN

My husband and I fly a small plane out of Paine Field in Everett, Washington. Those who have flown the Puget Sound area know the thrill that comes on a gray overcast day, when you break out of the cloud cover at 4,000 feet and see, not only the cobalt blue sky above you and the fluffy white clouds below, but also the majestic beauty of Mt. Rainer. The snow capped 14,410 foot mountain seems to stand like an altar to the Maker of all the beauty you behold. It is truly breathtaking!

On a recent trip with two granddaughters, Cristina, 5 years old, and Alysha, 4 years old, we made such a departure. For the first 10 or 15 minutes of the flight both girls were "ooing and aahing" as we climbed up into the clouds. Then they were quieter, but still riveted to the windows as we climbed through 2000 feet of cloud cover. When we broke out on top, and the sun shone on us with all its brightness, they squealed and made "little girl thrilled" noises. My husband and I were savoring the view when Alysha tapped me on the shoulder and indicated that she wanted to ask a question. I leaned back and asked what she wanted. She looked at me uncertainly and said, "Grandma, is this heaven?"

I will never forget that moment. She was entirely sincere as only four year olds can be, and the question merited thought. After a moment of hesitation, I told her that although this was not heaven, it was getting very close! Blue skies, bright sunlight, fluffy white clouds for angels to stand on, and the final necessary touch, a snow covered throne rising above all else. What a picture for a Grandma, or for a four year old.

Jim Dunn - Director Idaho

>> How and when did you get interested in or into aviation?

My Step Father was a WWII Bomber pilot flying B-17's. After the war he flew B-25's and C-47's as well as twin Cessnas and Beechcrafts for administrative purposes. After he retired from the Air Force and married my mother in 1967 he joined an aero club at Fairchild AFB. I enjoyed riding with him and being his autopilot on vacations around the Pacific Northwest plus trips down to Chico and Paradise CA. I remember a Cessna 150 was \$5 per hour plus \$5/hr for the instructor. An L-17B Navion owned by the club was \$6.00 per hour wet, and that is the plane we took on our trips. I fell in love with flying at that time and was resolved to make it my career.

In 1973 I was finishing up high school and doing yard work to earn money for flying lessons. Unbeknown to my Mother, I soloed at Felts Field (SFO) in Spokane WA. Unfortunately after going off to College at the University of Washington she found my logbook and I was busted. I went to school on a 4-year Navy ROTC scholarship, and the Navy was kind enough to provide the money to finish up my private license as a Junior in College.

>> What aircraft have you owned and if you own one now what model?

I have had an experimental CompAir CA-6, a 1951 Piper Pacer project, two ultralights, and my pride and joy, a 1948 "Straight" 35 with 205HP E185-8, Hartzell hydraulic prop, digital nav/comm with ILS, and enroute IFR GPS.

>> What non-owned aircraft have you flown?

After College I was stationed at NAS Whidbey Island for 6 months while awaiting Navy flight training in Pensacola, Florida. For six months I belonged to the NAS Whidbey Flying Club and was able to fly their T-34B's and got my float plane rating in a Piper Super Cub. After the best Summer I've ever had, I reported to Pensacola, FL for flight training, earned my wings of gold, then reported to my San Diego squadron. After one WestPac cruise flying the S-3A Viking on the USS Kitty Hawk and one around the world cruise on the newly commissioned USS Carl Vinson, I went to NAS Kingsville TX to instruct in the TA4-J Skyhawk. I've also flown T-34A & C, T-28C, T-2C Buckeye (twin-engine basic jet trainer), various Cessnas up to the 210, various pipers up to the Turbo Saratoga, a Globe Swift, P3C-Orion, and a Jet Ranger.



Jim at Lake Assal in Djibouti, Africa 2/2010

continued next page

continued **Jim Dunn - Director Idaho**

I fell in love with the Bonanza when I flew from Idaho to Anchorage in my neighbor's 1954 E35. He had lost his medical and couldn't face missing his annual pilgrimage to Alaska where he used to work flying fish and roe off the remote beaches between Yakutat and Anchorage. With us in the front and the wives in the back, we flew 32 hours in a week over some of the most amazing land-, ice-, and sea-scapes in the world. Visiting his old friends as we picked our way North and West added immense color as their reminiscing invoked images of an airplane version of the old-west. In addition to an incredible trip, I fell in love with the Bonanza. With it's comfort, speed, economy, luxury, and timeless beauty I just had to have one. And within 2 months I did.

>> Tell us a little bit about your home airport.

My home is where my airplanes are, and that is Hackney Airpark (ID05), about 20 miles north of Coeur d'Alene, Idaho. It is a private grass strip, 200' wide x 3400' long. There are 50 lots, but only about half have homes. I have only a hangar on my lot and will be building a new home soon. I love flying out of a private strip.

>> Are you involved or have ever been involved as a volunteer in any other aviation related organization?

Unfortunately my work schedule prevents me from being as active as I would like in the aviation community. I was a board member for our Air Park for a year and did do some community work, but between a full time job, a business, working on my airplanes, and flying, I felt I should let others handle most of the organizational work.

>> What is/was your career?

I flew U.S. Navy carrier-based jets for 10 years (1977-1987), then got out of the Navy to pursue a career in computers. In 2001 I specialized in computer networks, especially Cisco devices including switches, routers, and firewalls. I am currently working in Djibouti, Africa on an Army communications contract.

>> What inspires you about aviation?

I think anybody reading this will know. It starts out with the view and the fun of getting away from all our earthly problems. From a practical perspective it opens up a whole new world of possibilities as far as visiting friends, relatives, and business associates. But the more you fly and the more \$100 burgers you have, the more you find it is the people that make aviation so special. I don't know if he was quoting someone, but as my friend and I were sitting at Oshkosh 2 years ago, Chris summed it up best when he said "You come for the airplanes. You come back for the people."

>> Why are you a member of NWBS

I joined NWBS because I wanted to meet and fly with great people flying great airplanes. The economy forced me to look outside the U.S. for work but when I return, I want to upgrade my Bonanza and get back in the skies!

>> Anything else of interest would you would like to share?

With the Navy's help I earned a single & multi engine commercial instrument land and sea ratings, and then got my CFI.



January 31, 2006 marked the maiden flight of the P-791 experimental hybrid airship. Developed by Lockheed Martin's Advanced Development Programs aka Skunk Works, the P-791 hybrid airship was flight tested at Lockheed Martin's flight test facility on the Palmdale Air Force Plant 42

The United States Department of Defense is interested in the development of an airship capable of transporting heavy loads, 500-1000 tons of cargo, up to 12,000 nautical miles. Such designs have been announced by DARPA (Defense Advanced Research Projects Agency). The Walrus HULA (Hybrid Ultra Large Aircraft) is an example of such an aircraft. A small scale version of the Walrus is scheduled to fly this year with a 40,000 pounds payload.

Dale Hemman - Secretary

>> How and when did you get interested in or into aviation?

I've been interested in aviation since before I could walk or talk. In fact the first string of words I put together was "way up high pointing to an airplane overhead" when I was two years old. Eileen first flew as a flight nurse in Montana then earned her private license after we were married in 1984.

>> What aircraft have you owned and if you own one now what model?

We bought our first airplane a Cherokee 140 right after we got married. Two weeks later we flew it to Alabama so I could attend Army flight school. We later bought a C-33 Debonair then our current F33A Bonanza.

>> What non-owned aircraft have you flown?

I've flown most of the Cessna Piper & Mooney singles and several Bonanza models. I also have flown several Cessna & Piper light twins and of course the 55 & 58 Barons. I especially enjoyed flying an Aerostar and spent a full career flying helicopters from the Bell JetRanger to the Sikorsky SkyCrane.

>> Tell us a little bit about your home airport.

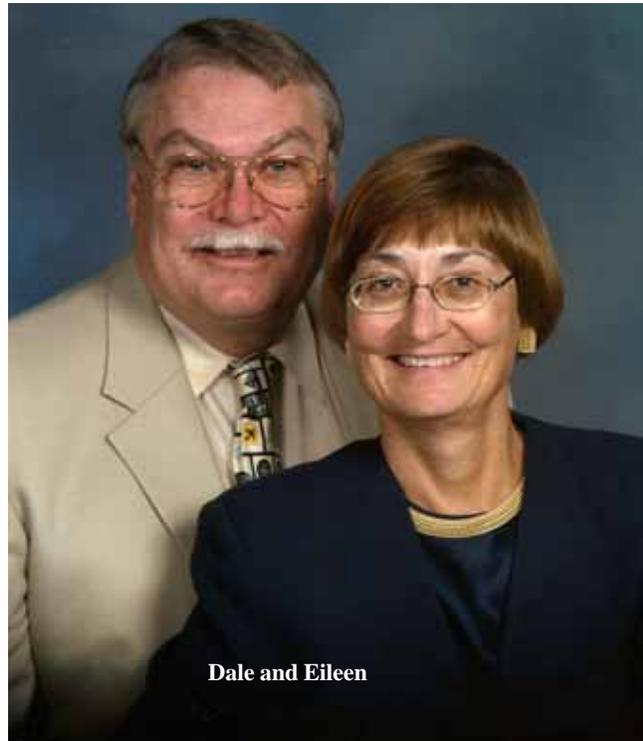
Olympia regional Airport is the best kept secret in Washington. It's tucked in very near to the south reaches of the Puget Sound with a beautiful clear day view of Mt. Rainier. Even though it's not particularly busy it has a control tower that's operational between 8:00 AM and 8:00 PM and ILS, GPS, and VOR approaches to the 5,000 foot plus runway. It probably wouldn't rate a tower if it wasn't located at the seat of state government.

>> Are you involved or have ever been involved as a volunteer in any other aviation related organization?

I was the newsletter editor for the now defunct Pierce County chapter of WPA and Eileen was president of the Tacoma chapter of the 99s.

>> What is/was your career?

After retiring as an Army aviator I flew helicopters in the movie and television industry in California, then moved to Alaska where I was the chief pilot for a 15-aircraft part 135 operation. I later moved back to the lower 48 flying forest fire suppression in CA, NV, OR, and WA and again continued with movie work. In 1996 I started an aircraft ferry business then sold it when I became too busy with my current business, LetsFlyAlaska.com, which we've been operating for 12 years. In this business we prepare pilots and lead them on a group flying adventure through western Canada and through Alaska. It's been wildly successful and so far I've led approximately 1,336 people to Alaska in 432 airplanes as of the start of my 2010 season.



Dale and Eileen

continued next page

continued Dale Hemman - Secretary

Eileen earned her associate, bachelor, and master's degrees in nursing before earning her doctorate degree in education from Seattle University. She was the director of the respiratory department at the University of Colorado Medical Center before entering the Army where she served for 26 years, retiring as a full colonel. She then went on to teach at the UW for five years and is currently in a civilian research position at Madigan Army Medical Center. While she was in the Army her highlights included going through jump school to earn her airborne wings and also earning the expert field medical badge. She was recognized for her service by being inducted into the order of military medical merit while on active duty. She has had approximately 25 articles published in professional magazines and textbooks during her career and continues to write and publish frequently.



>> What inspires you about aviation?

Aviation is inspiring because it allows you the personal freedom to freely express yourself in many artistic, creative, and even business ways. Truly the sky is the limit! All ailments and troubles stay on the ground.

>> Why are you a member of NWBS

I was actually the founder of the NWBS, am member number 1 and was the first president. The idea came to me in the middle of the night when I awoke my wife and asked her what she thought of building a club to get the former members of the old World

NOTAMS

Be wary of Solar Storms and their effects on GPS

Space scientists say that solar storms are on the rise and do cause problems for satellite-dependent systems like GPS and ADS-B. So, if you're wondering if there's anything to worry about, the short answer is, "yes," but there are caveats. Scientists at NASA's heliophysics division and NOAA's space weather prediction center told AVweb the storms can -- and have -- temporarily shut down certain GPS capability and are likely to (read: will) do it again. While that's not likely to happen very often, the challenge of predicting or identifying those moments (which can last days) and effectively communicating the threat to end-users (pilots) is not easily met. With more pilots relying on satellite-based systems during demanding modes of flight, the stakes are high.

The Federal Communications Commission (FCC) June 15 released the notice of a rule prohibiting the "certification, manufacture, importation, sale, or continued use of 121.5 MHz ELTs." The rule would suddenly make aircraft that are in full compliance with the federal aviation regulations in violation of federal communications law.

14 CFR Part 91.207 currently requires aircraft to carry a fixed ELT, but does not specify either 121.5 or 406 MHz. The FCC's change to 47 CFR Part 87 would outlaw the use of the former—effectively forcing general aviation aircraft owners to buy the 406 MHz ELT. The rule would go into effect 60 days after publication in the Federal Register.

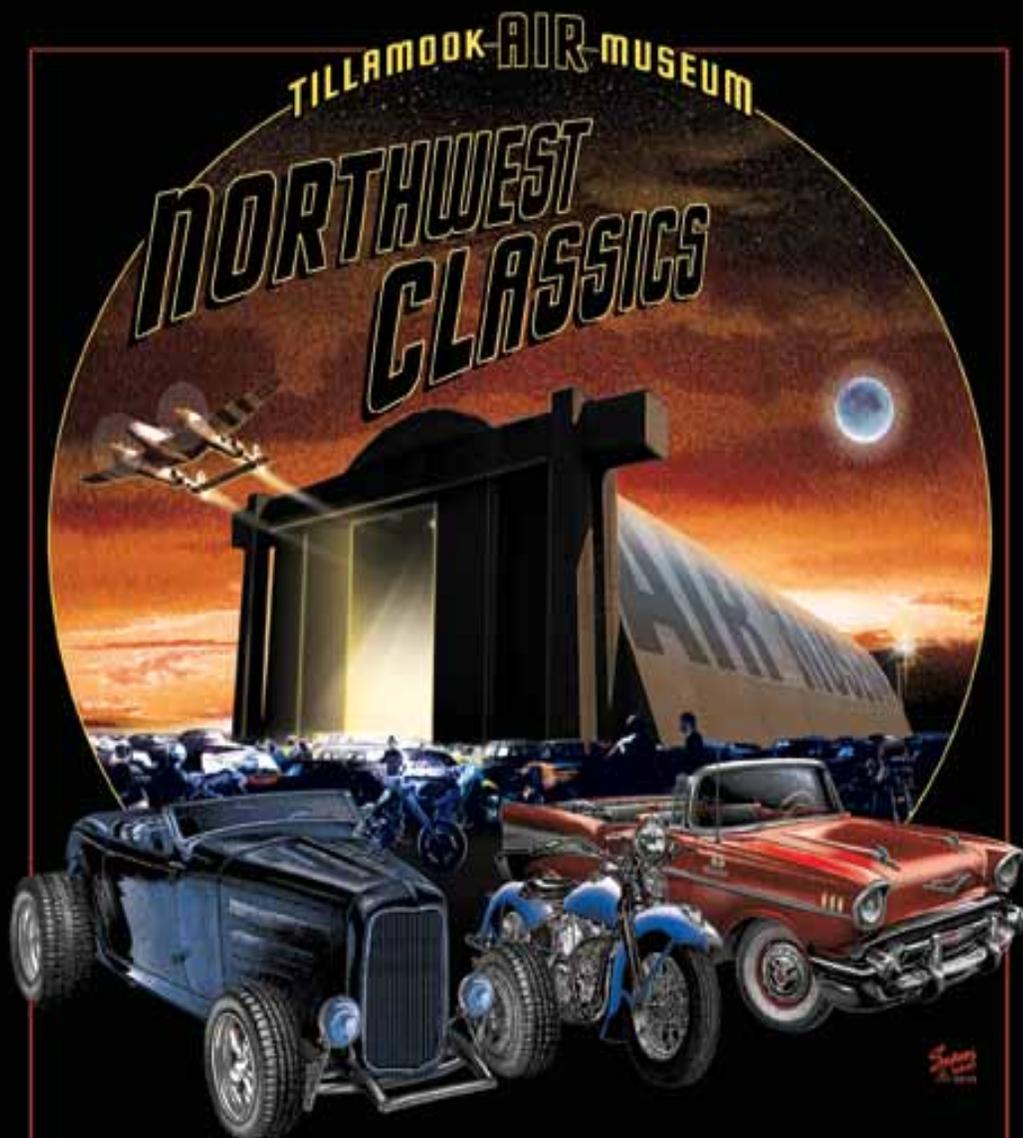
Both the 121.5 MHz and 406 MHz ELTs meet the FAA's regulatory requirements if manufactured to the proper technical standard order. While satellites no longer monitor the 121.5 MHz frequency as of Feb. 1, 2009, the frequency is monitored by ATC, the military, and other pilots.

In addition to the unnecessary cost, this ruling also raises the question of the legality of the **406 MHz ELTs because they also transmit a low-power signal on 121.5 MHz** to allow the search-and-rescue community to home as part of the rescue process.



**Above: Bob Walwyn & Jerry Stauber in formation with Vincent Remcho. Below Rich Jones.
The end to a weekend formation flying clinic. Photos taken by Kari Seppanen. 6/27/10**





Saturday, July 31, 2010 - 7 a.m. to 5 p.m.

Classic Cars. Classic Motorcycles. Classic Airplanes!

Admission: \$5.00 per person

Registration: \$5.00 per person

Beer & Wine Garden - Live Music

Pancake Breakfast 7 to 11 a.m. - Air Base Cafe

"The Dog House" 11 a.m. to 4 p.m. - In the Hangar

Proceeds to Benefit the Special Olympics

Tillamook Air Museum, 6030 Hangar Rd., Tillamook, Oregon 97141

PH: (503) 842-1130. For more information and registration

forms go to our website: www.tillamookair.com



Presents

**1st Annual
Willapa Harbor
Oyster Fly-In**

Come enjoy our pan fried and grilled
**World Famous
Willapa Bay Oysters**
Served with Coleslaw, Potato Salad,
Pasta Salad, Liquid Refreshments
and dessert to be sure.

**When: Saturday August 7, 2010
1100 to 1700 HRS**

Where: Willapa Harbor Airport 2S9

Airport Communications
CTAF: 122.9
WX ASOS at HQM (17 nm N): 135.775 (360-538-7021)

Location
Lat/Long: 46-41-51.4340N / 123-49-24.1790W
46.6976206 / -123.8233831
(estimated)

VOR radial/distance	VOR name	Freq	Var
HQM119/20.1	HOQUIAM VORTAC	117.70	19E
AST345/32.2	ASTORIA VOR/DME	114.00	19E

Events...

- Oyster Eating Contest
- RC Flying Demonstrations
- And more...

Please Note:

- No Fuel Available
- Check NOTAMS



Camping at airport allowed...
No facilities other than 1 restroom so be prepared

Area motels/hotels/B&Bs:
Sequest Motel- (360) 875-5349
Chens Motel- (360) 875-5523
Golden Lion Motel- (360) 942-5571
Russell House B&B- (360) 875-6487
Tokeland Hotel- (360) 267-7006
Summerhouse B&B- (360) 942-2843

Should you need a ride to town or more information...
Call Robert @ (360) 942-7899 ahead of time

FLY-IN
LYNDEN WA (38W)
AUGUST 28th



HOT DOGS AND HAMBURGERS
10:00AM TILL 3:00PM

ANTIQUÉ & EXPERIMENTAL AIRCRAFT
CLASSIC CARS – RADIO CONTRLLED A/C
CTAF 122.9

SPONSORED BY



CHAPTER 404

INFORMATION CONTACT – (360)354-6763