



# NWBS Flyer

## March 2011

### 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

Gerald and Pam Holzhammer,  
OR

### Director

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

### Newsletter submissions

deadline 4/15/2011

Stephanie Allen, Editor

Pink.Bonanza@Frontier.com

### This Issue

First part  
Bragging Rights

Air Filter Maintenance

## President's Message

Hi Folks,

Well being outside yesterday and today, it sure looks and feels like Spring might be springing.. Plum trees are blooming, and birds are singing up a storm. You know what that means, flying weather is upon us.

I ask again, as a spur of the moment thing, if any of you think of it, please post it and someone will show up. We did a impromptu fly-in to Jefferson County airport a few weeks ago, it was great! And, our very own Vice- President Jim Smith won the drawing for the free lunch.. Way to go Jim.

Let us know your thoughts on future fly-ins.... Does anyone have thoughts on a weekend, like to: Jackpot, NV? The three deadly G's.. (Gambol, Gamble and Golf), Grants Pass, OR? (Raging River Jet Boat Tour), etc.

As for day trips, it is difficult to incorporate our out of area members on day tours, as I know It would be hard for me to fly to Boise, have lunch, and then fly home. That would be 5 to 6 hours of flying and I know that just wouldn't be worth the expense and effort to me. Weekend trips seem to fit the bill for more people being able to get together. As I've said, please contribute.

Two of our members have come up with tentative plans for a day-trip, and we are working on them.

Well, I needed some new tires and after talking to Desser Mfg. at Oshkosh, I have decided to go with their retreads. The Desser man said that is what they use on their A-36, so I bought three of them. They are on the Goodyear Flight Custom III. I will let you know how it works out. If any of you have any maintenance tips, or can write an article, please do; our newsletter editor would be pleased to include it in the monthly e-mag (if that is what we are sending out).

Well, that is about it for this time, and keep in touch and remember to include the members in any last minute plans you may have for a trip anywhere.

*Thanks, John and Betty*





**N3083C, 1958 K35 Chris Fosse**

Good place to find info on places to fly to including restaurants. Some of my favorites on the coast are the Side Door Café across the highway from Siletz Bay, OR. Also a lot to choose from in Pacific City and Newport. BTW Newport has a couple of courtesy cars and good gas prices and they also have a barbecue at the FBO every Saturday.

Here's the link: <http://www.adventurepilot.com/Default.aspx?tabid=36>



S45 Siletz Bay State Airport, Gleneden Beach, OR  
Runway 17/35 Dimensions: 3300 x 60 ft.  
Surface: asphalt, in fair condition

KONP Newport Municipal Airport, Newport, OR  
Runway 16/34 Dimensions: 5398 x 150 ft.  
Surface: asphalt, in good condition  
Runway 2/20 Dimensions: 3001 x 75 ft.  
Surface: asphalt, in good condition

Side Door Café  
6675 Gleneden Beach Loop  
Gleneden Beach, OR 97388  
(541) 764-3825  
[www.sidedoorcafe.com](http://www.sidedoorcafe.com)

KPFC Pacific City State Airport,  
Pacific City, OR  
Runway 14/32 Dimensions: 1875 x 30 ft.  
Surface: asphalt, in good condition



**N49WP 1951 C-35 Jim Smith**

E-225 w/electric prop. Upgraded panel with new Garmin stack, Single piece windshield.



**1974 F33A with 2600 hours. Sameer Nene**

TCM IO-520, 3 Blade Hartzell prop, vortex generators, "well equipped": Dual Aspen PFD + MFD, EWR 50 datalink weather, Garmin 530W, GTX 330 transponder with mode-S traffic, Century 2000 autopilot with autotrim, GEM 610 Engine analyzer, EI digital fuel flow.





**1983 F33A, Art Brock**

IO550 TAT turbonormalized, built in oxygen, leather interior, engine analyzer with fuel totalizer, ice warning, IFR GPS, King radios and autopilot, backup electric AI, stereo entertainment.



**A new restaurant, the Kitty Hawk Café, has opened on the flight line at Skagit Regional Airport KBVS**

Operated by food-service veteran Therese Straight, the Kitty Hawk Café is open for breakfast and lunch seven days a week, serving American-style food from sandwiches to fresh-baked rolls and desserts.

Straight, of Mount Vernon, has more than 20 years of experience in the food industry and most recently managed the Port Café (now Papa's) in the Bayview Business Park adjacent to the airport. She also owns a chocolate business.

"I just want this to be a friendly place with a casual atmosphere where people can get great food," Straight said. She plans a grand opening in October.

The Kitty Hawk Café is located in the two-story building that housed the Crosswinds Restaurant before it closed in July 2007. The Port of Skagit later bought the building, and it had been vacant since then. Extensive renovations were required to attract the new café and bring the building back up to code. Improvements, costing more than \$100,000, included new HVAC equipment, kitchen improvements, new paint, new carpets and more.

## Air Filter Maintenance

An internal combustion engine, such as we have pulling us through the air, is a close tolerance machine. The tolerances need to be close so we can extract the power that the engine was designed for. This prompts us to keep the engine happy for up to a couple of thousand hours before we reach the time for overhaul. The best way to keep the machine happy is to keep it clean. Sure, oil changes are important, and probably fodder for another article, but as we learned way back in private ground school, the single largest item that is consumed by the engine is the induction air, at a ratio of about 15:1 over 100LL. Good thing the air is free!

However, free things are not always good. With the air, comes dust, dirt, and a few other things that can damage the engine, wearing out those tolerances; therefore it is very important to keep the induction air filter in proper working order. This component has no moving parts, but is essential to the health of our engines. Although there are two basic types, they perform the same function: remove fine debris from the air the engine consumes.

On preflight, we inspect for dirt and other debris (bugs, etc.) visible on the filter element. If in doubt of it being clean enough, I recommend erring on the cautious side. Remember, this is our expensive engine we are talking about here. At Annual or 100 Hr inspection time, the filter is removed and examined. Servicing is accomplished according to manufacturer's instructions, either by a cleaning process or element replacement. The filter mounting gasket is very important to inspect also; if it is loose, it can be drawn into the engine. If it is otherwise torn or missing, then unfiltered air can bypass the filter. While the filter is off, this is a great time to check the alternate air door, hinges and springs. A hanging alternate air door can also induce unfiltered air into the engine. I have also witnessed the wettant from the foam-type filter collecting enough as to cause the alternate air door to 'glue' itself shut, not a good result.

If you were to purchase a paper air filter for your Bonanza (which is manufactured by Donaldson), proper maintenance would include annual cleaning and general filter inspection, and replacement at 500 hour minimum interval (Airworthiness Directive 84-26-02). These filters sell for about \$98.00, in today's dollar.

The wet filters fall into two sub-sets: foam, and cotton. Specifically, the foam filters are marketed by Brackett; they are a throw-away element at 1 year, 200 hours, or when 50% covered with foreign matter. On installation, one should squeeze out any excess wettant from the foam. Initial purchase is about \$90.00, plus another \$17.00 or so every change for the element.

The current style cotton filters are marketed by Challenger. On initial glance, they look similar to the paper type as the media is pleated. But, the cotton element is supported by a screen and uses a special wettant for dust attraction. These require cleaning and 'recharging' yearly, at 100 hours, or as conditions require, and can only be cleaned and recharged 25 times before disposal (according to the STC.) For a Bonanza, these are \$220.00 initially, plus as many recharge kits as you will need at around \$20.00 each. My experience is one kit will recharge 8 – 12 filters, depending on spillage. The largest drawback to this type of filter is the clock hours that recharging takes (air drying time.)

Any of the three are good filters, and are all approved on your Bonanza, either by type certificate (OEM) for the paper, or supplemental type certificate for the wet filters. No, you just can't jump around the different types; paperwork is required when changing between them. There are, of course, different schools of thought as to which works best. Some say you get more MAP with the paper. Whichever type you have, I encourage you to keep it serviced (at minimum) to the manufacturer's instructions.

In summation, if you fly 100 hours a year, by the time you fly 2500 hours, the Donaldson filter will cost you about \$490.00, the Brackett about \$513.00, and the Challenger about \$260.00. Well, maybe air isn't free, but compared to the 100LL consumed in those 2500 hours? No, on second thought, don't make that comparison; just go flying and enjoy yourself!

*Respectfully submitted,*

*Michael Thompson, NWBS 092*

*President, AVSTAR Aircraft of Washington, Inc.*



## Aviation Trivia, last month's answers



Question #18. C. In 1960, Captain Joe Kittinger reached a height of 102,000' then parachuted out of the balloon. The Captain holds the record for the highest balloon flight and the highest parachute jump. He broke the sound barrier with his body. And, yes, he lived through it all!

Question #19. C. The FAA regs say that the windsock may be orange, white or yellow.

Question #20. D. Ed McMahon was a fighter pilot and also he was a flight instructor and a test pilot.

Question #21. C. 10 months. Phoenix left planet Earth August 4, 2007.

Question #22. In the '70's Russia crash landed the 1st Rover on Mars. Then they landed the 2nd Rover, but it immediately stopped transmission. Then they landed the 3rd Rover, but it also did not transmit. Then they landed the 4th Rover - still in the '70's, but the probe separated and went into orbit. Successful? I don't think so!

Question #23. C. NASA

Question #24. The "V" stands for velocity.

Question #25. C. The dollar sign indicates that the automated sensor requires maintenance and some data might be inaccurate.

Question #26. A. 30 years, B. Chuck Yeager, C. 13 aircraft.

Question #27. Sputnik was launched in October 1957. It traveled 37 million miles in 3 months. It reentered the atmosphere and burned up in January 1958.

Question #28. Dr. Sally Ride. She was a crew member of the 1st and 2nd Challenger missions. She was training for her 3rd Challenger mission (which would have been the 4th Challenger mission) when that Challenger mission sadly exploded, killing 7 astronauts.

Question #29. In 1971, the government prohibited airborne hunting of birds, fish and other animals.