



## President's Message

January 2013  
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Happy New Year to all NWBS members! We sincerely hope 2013 will be an exciting and fun year for all. As incoming presidents Eileen & I plan to do everything we can to make sure we have a viable club that meets our member's needs and provides interesting diversions throughout the year.

I would like to take this opportunity to thank John & Betty Foose for their service to the club over the past few years as president, Fred & Diane Bassett who've done an outstanding job as treasurer, and especially to Stephanie Allen who always managed to find something to write about for our newsletter. We're also very grateful to the members who helped us set up fly-in destinations since our inception in September of 2006.

As we're all painfully aware, the past few years have brought many changes to just about everything, including flying. Whether it's true or not, the perception is that GA flying hours are down, operating costs are up, and the pilot population and our aircraft are both aging. A couple of things are for certain; we individually are not getting any younger and fuel is not getting any cheaper. The intent of this short talk is not to lament the current status quo, but to try to give us renewed incentive to enjoy our passion for flying, especially all things Beechcraft.

Personally, my new motto is "Fly often; the expiration date on your medical isn't a guarantee". Let me share the details. While passing through about 200 feet AGL on takeoff from Fairbanks International this past July, my factory new engine went from the full throaty sound of a healthy IO-550 majestically lifting my F33A airborne to complete silence in a nanosecond. There was no hiccup, no surging, just dead silence.

The airport had parked a derelict DC-6 across the departure path and there was a tall cyclone fence beyond that as well as an active shooting range. To my left was a full parking lot and occupied buildings making a turn to my right the only viable option. The ground that looked fairly even as I began my glide turned out to be full of berms and very uneven as I settled onto it destroying the aircraft in the process.

As I sat still awaiting crash rescue I self-diagnosed my broken back and sternum and took time to wonder how this could happen. New engine, fresh annual, no deferred maintenance, fresh flight review and instrument comp check, full fuel, good pre-flight; it just didn't add up and certainly didn't seem "fair".

My visit to the emergency room, however, proved that I was indeed one lucky pilot. The CAT scan that covered the area of my pain confirmed the broken bones also revealed a mass in my chest that had the doctors more concerned than the fractures. To make a long story short, the post-crash tests alerted me

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# President's Message continued

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to the fact that I was in stage 3 of Hodgkin's Lymphoma and I'm currently over half way through chemotherapy with all hope of a cure.

We've replaced our beloved F33 with a Colemill Baron 55 with an absolute dream panel and I am flying it every chance I get with another ME rated PIC in the front seat. There's no waiting period after I'm pronounced cancer-free and the meds are completed to apply for an FAA Medical Special Issuance (SI) so I expect to be solo PIC capable again by late April. As I've shared my story with fellow members I've learned that I'm in very good company with others who've had their flying habits altered temporarily or permanently for health, financial, or family reasons. I wish all a speedy return to the cockpit.

Speaking of a hopeful future, we're just as hopeful for the future of the NWBS as I am for myself. We have a fine team of members willing to add their talent and enthusiasm into our leadership. Pat Atchison who retired from the FAA maintenance side and most recently ran the avionics shop at Spencer Aircraft then Soloy Aviation is our new vice president. Pat and wife Lisa, along with son, John and daughter-in-law Sarah, own a Beech Sundowner and he is most anxious to put on pilot-maintenance clinics for our members. Watch for details as we go along.

Tad & Lisa Santino are now our secretary and newsletter editors. Tad, currently a scheduled airline pilot and M35 owner, is out of town quite a bit and will welcome any contributions you may make to the newsletter. Remember, even just a few words or a photo will be welcome. Tad will be taking the newsletter in a slightly different direction as we focus on a bi-monthly or quarterly focus in our efforts to make the club relevant to our member's needs.

David Thrasher is taking on the role of event coordinator as well as backing up the secretary and treasurer. While we don't expect him to do all the work he has some great ideas for events and we'll run more through him as we schedule our activities. Dave and Mary have owned several airplanes over the years, most recently a 172 and a Baron. Dave currently flies and instructs in Jetstreams and other similar aircraft working primarily out of Oregon.

Fred & Diane Bassett have agreed to stay on as treasurer and we're grateful for their continued contributions.

Our plan for 2013 is to schedule fly-in or drive-in events primarily during the late spring to summer months when we're most likely to have decent weather. We plan to have a few events planned for a three to four week time frame then finalize the dates as we get closer to the desired date. For instance, Eileen & I plan to host a waffle breakfast at the beginning of good weather, likely in April, however we won't set the date until we're close enough to have good odds of flyable weather. We'll likely do something similar in late summer, maybe a barbecue, as well as have our annual Christmas party.

We're also looking at some innovative ideas such as hosting an NWBS barbecue at Arlington or other fly-ins so we'll have a place to share camaraderie and meet people from outside the club. As before, we'll be concentrating on one-day events in the Pacific Northwest, although we may have the occasional overnight outing. We're not competing with Pacific Bonanza Society (PBS) for the events they put on such as their Mexico fly-outs and others and we encourage our members to take advantage those as they meet their needs. We may publicize or co-host events from other organizations at their invitation, however, we'll make it known to you which our organization is specifically sponsoring.

Finally, I ask each of you to share your ideas with us and participate as much as possible. We'll do our best to make sure we have some meaningful events but we can't do it without you.

Dale & Eileen Hemman

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## Owner Maintenance: Ask Pat

Hello Beechcraft owners. My name is Pat and I have been tasked with keeping you up to date on some common maintenance items that you can legally do on your own airplane and not only save yourself some money but give yourself the satisfaction of making sure things are all good on the underside of your cowlings.

We shall start with one of the simplest tasks that aircraft owners can do themselves but one of the most important maintenance items your aircraft needs. The 50 hour oil and filter change. Dale and I have decided that the best way to demonstrate an oil change is to actually do one on someone's airplane. We will actually have a door prize that will be given away to a lucky Beech owner that will include all the labor involved in an oil and filter change. More information and details will follow in these newsletters.

Those of you who already know how to do this job may not know that there is a simple tool out there that will save you not only time but keep your hangar floor and parts of the airplane that are not supposed to be covered in old oil clean. Continental and Lycoming both mount their spin on oil filters horizontally and the book says to drain the oil while it is hot so naturally when you loosen the filter, at least a quart of oil is going to get all over your mags, vacuum pump, wiring, bottom of the cowling and eventually on the nose wheel and the hangar floor. I have tried cutting pieces of cardboard or using absorbent rags to catch the oil but it is still a huge mess to deal with. An item called Form-a-Funnel, makes oil filter changes virtually mess free. You can go online and see their demonstration, just Google "Form-a-Funnel and it will bring up the company website. I bought mine at Griots Garage (a high end car care supplier located in Fife) but you can get the exact size you need for your plane from Amazon.com for much cheaper. They even make one that is 29" long for the guys that have to go around turbochargers and lots of other accessories. You just bend the funnel body into any shape it needs to be in to route the oil to your drain bucket and it stays like that until you remove it.

My son and I have a Beech Sundowner and the nose wheel sits right under the oil filter. We spent hours trying to get the oil off of that trailing arm bumper and the tire. Since we got the Form-a-Funnel, there is no mess to clean up. Whoever the lucky guy (or gal) is that wins the free oil and filter change, I will demonstrate the use of this item and you will see how much time it will save.

I am an A&P mechanic with an avionics background so if you have any questions about maintenance on your plane that you can do yourself or maybe some even heavier maintenance items that your mechanic has to be aware of please use our website to ask and I will try and get back to you in a timely manner.

Pat Atchison

## Final Flight

Doctor Russell Hackler, DVM, NWBS Life Member #090, of Danville, CA made his last flight on November 23<sup>rd</sup>, 2012. Russ was flying his Coot-A Amphibian in the vicinity of Calaveras County Airport when it crashed killing him.

Russ was a long time member of ABS, PBS, AOPA, and many other aviation organizations. He was also an avid formation flyer and donated many hours to training others for B2OSH flights. He and wife Kathie were also known for hosting an annual pig roast at their home in Danville, CA bringing together friends from a variety of backgrounds. Russ was a mentor not only to pilots but also gave many veterinarians their starts through his veterinary hospital in Castro Valley. The NTSB is investigating the exact cause of the crash.

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The Northwest Bonanza Society seeks to promote camaraderie and fellowship amongst Beechcraft pilots, owners, and enthusiasts in the Pacific Northwest, promote safety, and provide educational opportunities through social events throughout the Pacific Northwest region including Oregon, Idaho, Washington, and British Columbia.

We're on the Web!  
[www.nwbonanza.org](http://www.nwbonanza.org)

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## Treasurer's Report

Fred & Dianne Bassett report that the club has \$8040. Please let us know what you think of the new newsletter format. We will be adding more columns and information in future issues.

Also, if you have pictures you would like to share, please send them to Tad Santino, [tsantino@comcast.net](mailto:tsantino@comcast.net) so we can include them.

Please check out the club calendar on the website for coming events.

Possible events this year are:

- Dr. Bird Museum in Sandpoint, ID
- Roche Harbor overnight trip
- McCall Mountain Flying Mini Clinic
- Pancake Breakfast in Olympia
- Pat's Maintenance Clinic in

Olympia

- Lewiston, ID Snake River Boat Trip
- Fairchild AFB Air Show, Spokane
- Holiday Party

That's all for now. Happy New Year!

