



NWBS Flyer Spring 2014

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Hi Folks,

We haven't "talked" in a while because we decided to go with a quarterly newsletter during the slow months. So this will be a recap from basically Christmas.

I know it is in the past, but we all sure had a good time at the Christmas Party in 2013, at the Museum on Olympia Airport. The frosting on the cake was a presentation by Mr. Tom Turner of the ABS. He gave a very informative talk, and also had a question and answer session. I am sure we all learned from that.

We had a short board meeting at the Christmas party, and decided the following: Serving on the Board are Tad Santino, Secretary; Fred Bassett, Treasurer; and Bill Stoelt Board Member. I have agreed to take on the position of President for a short time. I had the position for the prior 4 years, and would like to find someone to take my place.

Also, we decided we would like to push for a membership increase as we found when updating the member email list that due to moving away, death, no longer flying, no longer owning a Beech, etc., we are down to about 83 members from just over 100. Attrition happens to every group, and ours is no exception. But, new people become interested in flying and buy Beechcraft so we do have a pool from which to court new members.

To help us keep our membership list up to date, we are considering having annual dues, which would be a nominal sum, like \$5 or \$10. I know we have sold the NWBS on having the lifetime option and no other dues, but it has caused us some problems. The main problem is a membership list that includes those who are no longer interested in being members for the above reasons, but won't/don't let us know. This would be a way to cull the list, and keep from annoying those who are no longer members and perhaps allow us to solicit the new owners if they have sold their planes, etc. Please give us your thoughts on this. Not that it is important, but we are the only Regional ABS group that doesn't have annual dues. Also, please, please carry a couple NWBS applications with you when you go flying, and if you see a strange Beech on the ramp, talk to the folks, let them know who you are and give them an application. New blood helps keep us a healthy group. You can download applications from the website.

Tad has done a nice write up on the Aviation and Trade Show at Puyallup, and I have nothing to add to that except to say, as always, we had a good time, and that I spent all my imaginary money on goodies! See the board in the newsletter picture, taken at our booth. I believe we also got three new members for our efforts. Thanks, Tad, for the excellent write-up.

Se sure to read about the BBQ on May 24,th at Pasco, WA (KPSC). This lunch is being put on by Chep and Kay Gauntt; they always have done a great job in the past and we thank them in advance for being so generous.

Bill Stoelt and Fred Silverman will be hosting a fly-in at Lynden later on in the flying season and we will let you know as soon as dates have been picked.

Well, that is about it for now. Even if you don't get a monthly newsletter, be assured that you will receive an email regarding various events as they come up. And as always, if you have any ideas on where to go and when, please pass them on, and better yet, organize it! We need all the help we can get. Let's make this a great flying season!

Thanks,

John Foose, Pres. NWBS.



2014 Northwest Aviation Conference and Trade Show

by Tad Santino

On the weekend of February 22-23, 2014, your NW Bonanza Society had a booth at the Northwest Aviation Conference and Trade Show in Puyallup, Washington. Our booth was staffed by President John Foose and his wife Betty, Treasurer Fred Bassett and his friend Tom Heany, Board Member Bill Stoelt and myself.

We had a great time visiting with current members, meeting prospective members, vendors, and checking out the latest aviation gadgets. There were also some great seminars.

We represented the American Bonanza Society in our booth who generously supplied small give-away items and part of our event fee. Also, the Trade Show Organizers provided us with a discounted fee so we could participate. Thank you ABS and the organizers of the Northwest Aviation Conference.



Some of the more interesting items: a self contained ADS-B In/Out device with built in WAAS GPS for around \$5000 from Freeflight. Those of you that do not have a WAAS GPS, this device will provide ADS-B IN traffic and weather to your iPad and ADS-B OUT with it's built in WAAS GPS.

One of the interesting visitors to our booth was artist Kim Starr, who enjoys painting airplanes. If you are in the market for aviation art, you can visit her website at www.kimstarrgallery.com.

We were visited by the folks at Rocket Engineering. They produce the Royal Turbine Duke, a B36 Bonanza with a turbine engine, and are developing a turbine "Cougar" P58 Baron. If you are near Felts Field in Spokane, their shop is worth the visit!

I also met a gentleman from Electroair who produces electronic ignition systems for aircraft. This product is soon to be certified for larger Continental Engines as we have in our aircraft. In short, this product allows you to have one mag and one electronic ignition system. The company says fuel savings are significant along with an increase in horsepower. I found it to be a very exciting product, which sells for around \$5500 plus installation.

SpanaFlight, located at KPLU and host to the 2013 ABS Service Clinic, dropped off flyers for our members. They advertise a \$68.00/hour labor rate and courtesy air shuttle after you drop off your airplane.

We had much interest in our club from Puget Sound area Bonanza owners. So much so, we ran out of membership applications both days! We hope those that took applications decide to join our group. At least one person did join on Saturday.

We are beginning to plan some events, so stay tuned to the website and email. We will put this year's events on both.

I look forward to seeing you this flying season!

NTSB Report of Interest: Preflight *submitted by Tad Santino*

Note: This report has been edited for brevity. It is for educational purposes only and is not intended as a criticism of the pilot involved.

On December 18, 2013, about 0723, a Beechcraft Corporation model G36, impacted trees and terrain during a forced landing attempt near Panama City, Florida. The airline transport pilot was fatally injured and the airplane sustained substantial damage.

Day, visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules flight plan. The flight originated from North Palm Beach County General Aviation Airport (F45), West Palm Beach, Florida about 0554 and was destined for Destin-Fort Walton Beach, Florida (DTS).

The flight was about 60 miles from the destination airport when the pilot reported to air traffic control that he had lost all engine power. The controller provided information on nearby airports and the pilot maneuvered the airplane in the direction of Sandy Creek Airpark (75FL). Radio and radar contact was eventually lost and a search for the airplane was initiated. The wreckage was located in a heavily wooded area about one mile east of 75FL. There were no known witnesses to the accident.

The wreckage was found generally intact. All primary flight control surfaces remained attached, and flight control continuity was confirmed from the cockpit controls to all surfaces. The landing gear and wing flaps were found in the retracted (up) positions.

A tree strike at the right wing root pushed the leading edge upward and blocked the cabin door from being opened. There was no evidence of fire noted.

The throttle was aft at the idle position, the propeller lever was aft at the full decrease position, and the mixture lever was full forward at the "full rich" position. The auxiliary/emergency fuel boost pump switch was in the "OFF" position.

The cockpit fuel selector valve was found in the "left tank" position and the valve operated normally when tested with forced air. The left and right wing tip tanks were empty of fuel. The right wing main tank, consisting of a rubber bladder assembly, was compromised due to leading edge wing damage. A small amount of residual fuel was noted inside the tank. *The left wing main tank contained about one pint of fuel. The left main tank was not compromised, and the lines from the tank to the fuel selector valve were intact.* The ground scar was filled in with water due to the saturation of the ground at the accident site. A layer of fuel was observed on top of the surface of the water, which was collected and quantified. The total amount of observed fuel, including the residual fuel in the tanks, was less than 3 gallons. According to the airplane manufacturer, about 3 gallons of fuel are considered "unusable" in each main fuel tank.

Hello All,

Just wanted to let you know that Homestead golf course restaurant has been totally remodeled. The new restaurant is called the 9 Bistro is open from 11AM- 11PM. They have a totally new menu and food is really good. It is now like a sports bar. <http://steakhouse9.com/>

Just a short walk from Lynden Airport 38W.

Submitted by Bill Stoelt



Hello fellow pilots,

The NW Formation Clinic is scheduled once again for the the 3rd weekend in June, 2014. The dates are June 20th, 21st, and 22nd, a Friday, Saturday, and Sunday. Jim Posner and I will meet you on the ramp at KPWT on Friday afternoon when you arrive. The hospitality area will be operational from noon to 5:00 PM complete with snacks, sandwiches, sodas & water, and coffee. The shuttle will be standing by to transport you to the Silverdale Beach Hotel. www.silverdalebeachhotel.com (360) 698-1000. Be sure to give these nice folks a call to schedule your room. Our rate this year is \$89.99 plus tax per night. Tell them you're with the NW Formation Clinic or the Pacific Bonanza Society to get this favorable rate. If you have any problems booking your room don't hesitate to give me a call.

Additional details can be found on the Bonanzas to Oshkosh at www.b2osh.org

We're looking forward to seeing you all in June. 2013 was a record setting year, let's do it again in 2014. Call or email with questions and comments.

Doug Haughton

(360) 710-3481 (cell)

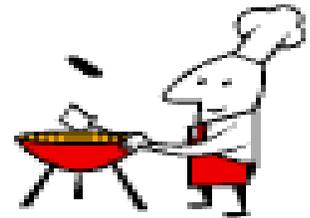
Jim Posner

(415) 990-0664 (cell)



Beechday BBQ on May 24, 2014 at Pasco (KPSC) starting at 9 AM

Flying in: tell the tower they want to park at the West Executive hangers and they will direct you. We are at the west end of East-West runway. There is plenty of room to park by the hanger-both airplanes and cars.



Drive in: the address is 3025 Rickenbacker Dr Pasco, WA 99301.

We will probably be at the hanger by about 9 AM; we plan to serve lunch at noon and people can stay as long as they would like.

If anyone would like to stay overnight we have a Best Western about a mile from us. The address is 2811 N 20th Ave, Pasco, WA 99301 Telephone 509-543-7722. The Red Lion is a couple of blocks further away but on the same street at 2525 N 20th Ave, Pasco, WA 99301 Telephone 509-547-0701.

Car rentals are available at the Pasco Terminal which is also about a mile away. We can shuttle to rental cars or motels too. There is a golf course nearby and lots of wineries in this area. If anyone is interested in something like that I can get more information.

your hosts,

Chep and Kay Gauntt

