



# Newsletter

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## ABS Convention



Seated Doug Haughton & Eileen Hemman, Standing, Susan Henderson, Kay Gauntt, Bill Stoelt.

Wichita KS – This was a historic year for the Beechcraft community as it celebrated its 75<sup>th</sup> anniversary as well as the 60 anniversary of the Bonanza. That of course was the highlight of the 2007 American Bonanza Society convention and Trade Show in Wichita this past month, as well as celebrating its own 40<sup>th</sup> birthday.

Approximately 25 NWBS members attended the convention which also marked two milestones for us; our first anniversary as an organization as well as the recognition by ABS of our status as an “official regional” member of the ABS.

Several dedicated members flew into Wichita via the commercial smokers while about half took the opportunity to take their airplanes back home to Beech Field where they first came to life. In fact there were well over 300 airplanes from around the country that flew in.

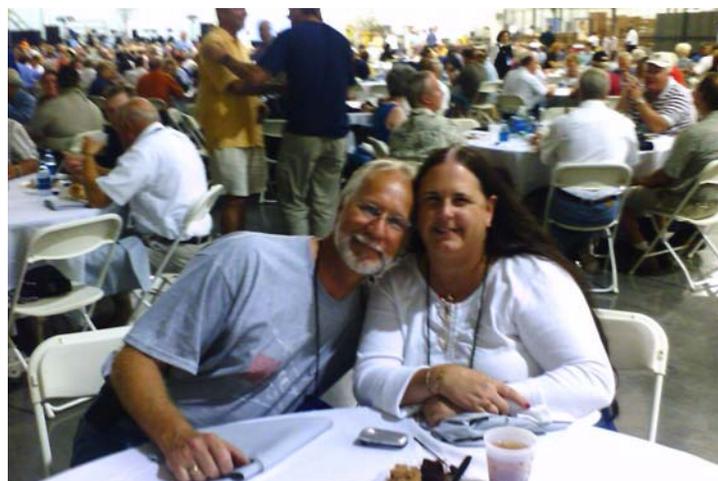
Our own personal journey began with a flight on Monday afternoon from Olympia to Kennewick where

we spent the night with gracious hosts Chep & Kay Gauntt.

Early the next morning we took off as a flight of two headed for our first stop at Billings, MT. Chep and Kay’s A-36 slowly pulled away from our F33A at the rate of two knots per hour as we headed eastbound, much to my dismay. We returned the airport courtesy car after lunch and headed into the slightly bumpy and very warm afternoon sky toward our destination for the day, Rapid City, SD.

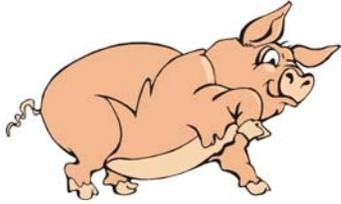
I was extremely pleased to find that in the hot afternoon air I was now pulling away from Chep at the rate of three knots per hour. I now felt vindicated for the morning beating I took.

100-degree plus temperatures greeted us as we landed at Rapid City and taxied to the FBO. I noticed as we got out of the airplanes that Chep and Kay looked cool as cucumbers while Eileen & I were drenched in perspiration. That’s when Chep pointed out that he had turned his air conditioner on when we left Billings. The AC may have cost him five knots but for the first time I had to say speed isn’t everything!



Kim & Judy Gauntt at the Beechcraft sponsored hangar party.

Next year’s convention will be in Lexington, KY but there’s serious talk of a Pacific Northwest location in the next few years →



## Pig Roast

Wenatchee, WA—The FAA has been saying for years that the new

Lockheed managed FSS system was going to save money. The first weekend of October proved them right to many pilots headed for the Wings and Wheels Fly-in and NWBS pig roast because after listening to their forecasts for low freezing levels, cloud, and icing conditions many members on the west side of the Cascades heeded the dire briefings and stayed home.

A few of us found alternate ways to get to Wenatchee. Doug & Barbara Peterson drove taking with them two prospective new members. I decided to look for an alternate route and ended up going through the gorge where the forecast freezing level was at the 7,000 foot MEA but where it was being reported as clear. Imagine my surprise to find that our lowest temperature at 8,000 MSL was +5 degrees C. In anticipation that others might be calling weather I gave several PIREPS focusing on the temps but for some reason they never made it into the system.



**John & Shirley Peterson in foreground.**

We were joined by several members from east of the mountains as well as other fliers in the Miss Veedol Hangar where we were briefed for the group fly-over of the city.

With the Wenatchee mayor in the right seat, the Spirit of Wenatchee airplane led several Northwest Bonanza Society pilots on a parade of airplanes over the city during the annual “Wings and Wheels” celebration October 5<sup>th</sup>. The event also served as the kickoff of the first (hopefully) annual NWBS pig roast hosted by members Brian & Wendy McNeill.

The Spirit of Wenatchee is a replica of the 1931 Bellanca J-300 Special the Miss Veedol built by EAA Chapter 424 pilots as they prepare to take on the ambitious project of recreating the 1931 flight of Clyde

Pangborn and Hugh Herndon Jr. from Misawa, Japan to Wenatchee. Just as in 1931, this flight will be a non-stop 5,000 plus mile Pacific crossing.



**Host Brian McNeill (in leather jacket) answers questions about Miss Veedol.**

The 41 hour 15 minute Pangborn/Herndon Pacific crossing was nearly twice the distance flown by Charles Lindbergh across the Atlantic just 4 years earlier. It should be noted that this accomplishment was not repeated for 3 decades until jet airliners came in to service.



Thanks are in order to Brian & Wendy McNeill and all the folks they rounded up to help make sure everyone was well fed. The pork was extremely delicious and tender after having slowly cooked on the spit all day. The apple and pumpkin pies were outstanding as were all the trimmings. It was an outstanding dinner!

By the way, we decided to return home at 10,000 MSL via ELN-OLM and again the OAT read +3C. No ice, just nice sunshine above the clouds and a clean easy descent home. →

# Boeing Factory Tour

Everett, WA- Thirty-one NWBS members from as far away as California and British Columbia made their way to Paine Field, Washington the second weekend of October, Oregon, and British Columbia for the Boeing factory tour and tour of the refurbishment center.

Once again, weather threatened this much-anticipated fly-in as we awoke Saturday morning to the briefer's refrain of "VFR not recommended". This time fate smiled upon us and even though most airports in western Washington and Oregon were indeed fogged in, PAE was clear with unrestricted visibility



Diane & retired Lockheed engineer Fred Bassett visit a successful aerospace company with Chep & Kay Gauntt.

We kicked the event off with a boxed lunch at the Hilton Hotel located on the field then split into two groups. While one group toured the Boeing factory and watched the new dreamliner and some 777s take shape, the rest of the group was treated to a private tour of the restoration center by Stephanie Jones where some older Boeing airplanes are being prepared for display at the museum. Most of the people were also treated to a

private peek of the B-52 that is awaiting refurbishment with host George Luck.



I would like to specifically acknowledge the extraordinary effort put in by Jon & Polly Luy who flew in from Sutter Creek, CA for this event as well as Morgan Gauntt and her guests and Kin and Judy Gauntt who drove all the way from Dundee, OR. My calculations on my E6B show that distance to be exactly a heck of a long drive!➔

## Raffle Update

An advertisement for a Warbird Ride Raffle. It features a silver propeller plane with "NW" on the side and "NWBS" on the tail. Below the plane are several raffle tickets. The text reads: "Warbird Ride Raffle", "Northwest Bonanza Society Members Only", "Drawing to be held at Christmas Party", "\$10.00 per ticket - Send checks to:", and "NWBS 7843 Old Hwy 99 SE Hangar M-6 Olympia WA 98501".

**Warbird Ride Raffle**  
Northwest Bonanza Society Members Only  
Drawing to be held at Christmas Party  
\$10.00 per ticket - Send checks to:  
NWBS 7843 Old Hwy 99 SE Hangar M-6 Olympia WA 98501

Olympia, WA – Don't forget the warbird raffle. Tickets are just \$10.00 and the member need not be present to win the warbird ride.

Send a check for the number of tickets you want to NWBS, 7843 Old Hwy 99 SE, hangar M-6, Olympia, WA 98501. Put Raffle in the memo line of your check.➔

## Christmas Party



Olympia, WA – Now is the time to begin planning for our final scheduled event of 2007, our 2<sup>nd</sup> annual Northwest Bonanza Society Christmas party! The date is Saturday, December 15<sup>th</sup> so mark your calendars early.

The place is the Hemman's hangar at the Olympia airport (KOLM). I'll send a strip map as

we get closer for those who are driving and if you're flying in just ask ground control for a progressive to the LetsFlyAlaska hangar.

Weather permitting; those who wish to participate may fly in the group flight around the Puget Sound to commemorate the 60<sup>th</sup> anniversary of the first Bonanza flight. For your planning, we're planning to brief the flight at 1:00 PM, depart at 2:00 PM and return by 3:30 PM. More details will come later.

We'll have a limited bar open for drinks (soft drinks, beer, wine, and some hard stuff) and appetizers beginning at 5:00 PM and plan to begin dinner at 6:00 PM. We'll have a short general membership meeting to elect our 2008 slate of officers and directors followed by our drawing for the Warbird ride raffle winner and the Beechcraft tow bar provided by Redline Industries. Next we'll have more socializing

We'll have a great live four-piece ensemble playing light jazz and other goodies from the 30s 40s, and 50s playing from about 5:30 to 8:30. They're great for listening or if you want, kick your heels and dance your heart out.

We'll be asking for four things to help with this event:

1. An RSVP
2. An appetizer or dessert
3. Some help with serving, setup, or cleanup
4. A donation of \$15.00 per person to cover the dinner and the entertainment

Even with the bad weather last year and with a much smaller membership we still had over thirty people in attendance and all had a great time. I look forward to a whole lot more this year and even more fun. [dale@northwestbonanza.org](mailto:dale@northwestbonanza.org). →

## 2008 Officers & Directors

Olympia, WA – As we our first year comes to a close we need to elect our new officers and directors for 2008. Nominations are open for all offices including: President, Vice President, Secretary, Treasurer, and four director positions. At least one officer must be from Washington (where we are chartered) and we would like to have a mix of directors from throughout the region.

If you think you would like to serve in any position for 2008 or would like to nominate someone else, please let me know as soon as possible. I will be glad to tell you what each position entails.

Our election will be held at the Christmas party on December 15<sup>th</sup> so be sure to give us lots of time and be sure to be there or you might wake up December 16<sup>th</sup> and find yourself to be the new president! →

## Upcoming Events

**Olympia, WA** – The only event we have remaining on the schedule for 2007 is the Christmas party. The reason is, you guessed it; the weather is more likely than not to be predictably unpredictable.

If we find that a particular weekend in November is looking good we will likely find a suggested spot and see how many would like to join us. If not, we'll just look forward to the Christmas party.

In the meanwhile, here is our tentative planning for 2008:

**January thru Mar 2008: To be Determined.** One event under consideration is a waffle and sausage breakfast at the Hemman's hangar at the Olympia Airport. Another is an overnight trip to Coeur d' Alene taking advantage of the great off-season rates at the Hotel Lake Coeur d' Alene Resort.

**Saturday, April 5<sup>th</sup> 2008: Siletz Bay (Gleneden Beach)**

Join us at Siletz Bay on the Oregon coast for a fun fly-in and lunch. We'll walk across the street to the Side Door café where we'll be served a sumptuous meal in a great environment. For the consummate shopper in your cockpit, there's an outlet mall nearby and another on your way to or from no matter where you're flying from.

### **Saturday, May 3<sup>rd</sup> 2008: Butchart Gardens Tour**

This is a makeup for the one we cancelled last year and has a couple of choices for you. The first option is to fly to Victoria BC where we'll have a double-decker bus waiting to take us to the Butchart Gardens. If you prefer, fly to Friday Harbor and take the ferry to Sydney BC where the same bus will pick you up enroute to the gardens. You don't need a passport this way.

### **Saturday & Sunday, May 24<sup>th</sup> & 25<sup>th</sup> : Formation Flying Clinic**

Our second annual formation-flying clinic will be held at Olympia Airport. This is designed to introduce members to the fun of formation flying and enhance the skills as a refresher for those who already have experience in the art. A limited number of spaces are available to NWBS members only. Cost: \$50.00 per participant (excluding safety pilots) and includes two lunches.

### **Saturday, June 7<sup>th</sup>: Beechday!**

This is one of our signature events and one you won't want to miss. Fly in to Vista Airport (S98) in Kennewick, WA and spend a day of flying fun, good eating, and camaraderie, in addition to interesting speakers and timely seminars as Chep & Kay Gauntt host their fourth annual Beechday event. Last year we had 47 member aircraft show up for this event and this year should be even bigger.

### **July 12<sup>th</sup> 2008 Beeches to the Beach Picnic**

Join us in Gold Beach Oregon (4S1) for a fun-filled day of flying and beachcombing. Bring your own picnic lunch and maybe a special something to share with your friends. If you prefer to spend the night and make it a two-day affair there are several motels very near the airport with free pickup service. We've arranged a river running boat trip for those who choose to stay over. We'll check the weather the days preceding the event and if it doesn't look great we'll use Newport (KONP) as a backup.

### **Saturday & Sunday, September 13<sup>th</sup> & 14<sup>th</sup> 2008: Orcas Island & Rosario's Resort**

This one has a couple of options for you. If you only have a day, fly into East Sound and enjoy the short walk into town. We'll have lunch together then walk back to the airport, kick tires and head for home. If you would like to make it a weekend affair, we have a terrific overnight stay lined up at the famous Rosario's Resort & Luxury Spa. Joins us for dinner or have a

romantic evening on your own. We'll have Sunday Brunch the next morning before heading back to the airport and on home.

### **Saturday, October 4<sup>th</sup> 2007: The Wings & Wheels Festival & NWBS Pig Roast**

The Wings & Wheels Festival is a celebration of the first non-stop transpacific flight from Misawa Japan (East Wenatchee's Sister City) to East Wenatchee, WA. Festivities include a classic car show, a motorcycle show, a parade, airport fly-in, ongoing entertainment, vendor arts & crafts, and a food fair. We have our own private NWBS party in the Miss Veedol Hangar, featuring a pig roast. →

## **Reflections From A Bonanza Instructor**

**-George Luck, CFII, BPPP Instructor-**

**Part of our series with George Luck.**

If there is no engine restart, then proceed with the (simulated) forced landing. Establish the best glide by checking landing gear and flaps up and cowl flaps closed. With the throttle in idle and the airplane trimmed for the best glide airspeed of 105 KIAS, the VS will be about 1400 FPM.

If you pull the propeller control to full decrease, the VS will reduce to about 800 FPM. In this configuration, you can glide (no wind) 1.7 nautical miles (NM) per 1000 feet altitude. As soon as the engine failure occurs, you should scan for likely airports or off airport landing sites. Remember to use the "nearest airports" feature of your GPS or LORAN.

For our simulation, we will set up over the approach end of the runway at 3000 feet AGL. For safety reasons, we'll simulate low RPM by selecting high RPM and adding 10-11 inches MP. Over the high key at 3000 feet AGL, lower the landing gear and start a gradual 360 degree overhead spiral to the runway.

The airspeed should now be reduced to 96 KIAS -- the  $V_y$  speed, which approximates a minimum sink rate airspeed. This airspeed will save altitude, and give you more time to fly the pattern. If traffic and pattern permit, the initial turn should be made into the crosswind to help keep the pattern in closer to the runway -- otherwise, make a left-hand pattern so that your visibility is better.

At a high downwind or "low key" opposite your touchdown point, you should have 1500 feet AGL. At low key and base key, clear the engine by briefly bringing the throttle up to 15 inches. Your aim point should be one-third of the way down the runway. Remember that you have a simulated engine out -- you must keep the pattern in closer and steeper than what you are used to.

With the base at 800 feet AGL, continue your turn to final. Recheck the landing gear down. Extend the flaps as necessary. To get rid of excess altitude, you can overshoot the final approach and S-turn back to centerline; you can slip, or dive to a steeper angle. Keep a minimum of 83 KIAS airspeed until you flare for the landing.

If you are low on altitude, you do not have as many options -- you can delay extending your flaps and you can have an angling (undershooting) turn to final. If you did not have the 3000 feet at the high key, then delay extending your gear until you join one of the normal altitude "keys."

Common errors are: flying the pattern at the best glide airspeed rather than at the minimum sink rate; allowing the wind to blow you too wide at the base key; and allowing the final approach airspeed to get too low. Remember that your airspeed is your energy to arrest the sink rate. If the space shuttle can do it, so can you!

**Descent -- landing:** As we head back to our home airport, let's consider the descent. You get 100 FPM VS for each inch of MP that you reduce. If you were at 10,000 feet MSL with 20 inches MP, then reduce the throttle to 15 inches MP -- this would provide a descent rate of 500 FPM at the cruise airspeed of 138 KIAS. If you followed this rate to a 1000 foot MSL traffic pattern, you would need to start the descent 18 minutes out from the airport. As you descend, you should gradually enrich the mixture. For sure, it should be enriched prior to adding throttle at low altitude after a descent. As you pass 10,000 feet from a high altitude cruise, you can secure the oxygen system.

Passing below the freezing level, you can turn off the pitot and propeller heat. You should copy the latest weather or ATIS information and set the current altimeter setting. I like to arrive at the airport at pattern altitude within three to five miles of the airport and

slowed down to below the landing gear operating speed. To be continued next month→

Editor's note: This article is reprinted with permission from George Luck from an earlier WBS series. Email: [George-CarolynLuck@northwestbonanza.org](mailto:George-CarolynLuck@northwestbonanza.org)

A couple more pig roast photos:



Miss Veedol taxis off the runway while one NWBS member rolls out and another passes overhead with smoke.



The replica Miss Veedol, built by Wenatchee EAA chapter.

Northwest Bonanza Society ([www.northwestbonanza.org](http://www.northwestbonanza.org))  
7843 Old Hwy 99 SE, Hangar M-6, Olympia, WA 98501  
**President:** Dale Hemman [dale@northwestbonanza.org](mailto:dale@northwestbonanza.org)  
**VP:** Jim MacFarlane [jimm@northwestbonanza.org](mailto:jimm@northwestbonanza.org)  
**Secty:** Doug Haughton [haughton@northwestbonanza.org](mailto:haughton@northwestbonanza.org)  
**Treasurer:** Fred Bassett [fbassett@northwestbonanza.org](mailto:fbassett@northwestbonanza.org)  
**ABS Magazine Contributor:** John Foose  
[foosejl@northwestbonanza.org](mailto:foosejl@northwestbonanza.org)

**Directors:**  
Chep Gauntt [beechday@northwestbonanza.org](mailto:beechday@northwestbonanza.org)  
Frank Lloyd [flloyd@northwestbonanza.org](mailto:flloyd@northwestbonanza.org)  
John Foose [foosejl@northwestbonanza.org](mailto:foosejl@northwestbonanza.org)  
Jim Posner [captainjim@northwestbonanza.org](mailto:captainjim@northwestbonanza.org)  
**Webmaster:**  
Jim MacFarlane [jimm@northwestbonanza.org](mailto:jimm@northwestbonanza.org)