



Newsletter

WWW.NORTHWESTBONANZA.ORG

Friday Harbor



The San Juan Islands – At the crack of noon on August 18th twenty-eight NWBS members and two guests arrived at Friday Harbor Airport for another fun Northwest Bonanza Society fly-in.

Dianne Bassett and a couple others led the way into town to confirm our arrival with the Outrigger Restaurant. After much lollygagging about on the ramp watching later members arrive the rest of the group followed. We had a truly great time enjoying each other's camaraderie, not to mention the sumptuous lunch put on by the Outrigger.

We then spent some time with a few of the ladies doing their favorite thing (shopping) and a few others doing our favorite; eating ice cream. As we contemplated the walk back to the airport someone suggested scheduling a van instead so we asked the local car rental agency to pick us up in their 15-passenger van. Maybe it was a sixteen-passenger van because Eileen sat on the wheel well. A few hardy souls walked back and all seemed pleased with the outing.

Just as we were starting up for the short flight to Roche Harbor, where we had made dinner reservations, Dick Gauron called and said that his weather was showing a large thunderstorm over Seattle and another band heading in from the coast. Exercising prudence and putting our own wishes on hold we cancelled the dinner



reservations and flew homeward instead. We still had a great time for the afternoon portion of the fly-in. A tip of the cap goes to Ray Randolph who flew in from Colville a day early and stayed a day longer, and to Brian & Wendy McNeil for braving the T-storms on their way from and to Wenatchee.➔

Manzanita, OR

Nehalem Bay, OR –. Another month, another fun fly-in. Nearly twenty people braved the threatening July skies to fly to Nehalem Bay for our July 14th Beeches to the beach fly-in and picnic and a really great time.

Doug & Sandy Haughton and their two guests arrived at our Olympia hangar in time to join us for a breakfast of sausage and waffles while we waited for a break in the low overcast skies that have plagued so many of our events this year.

About the time the coffee pot went empty the clouds began to part and we took off as a flight of two headed for the Oregon coast. While the sun was pretty much hiding all the way and we were just beginning to wonder if it was going to be a bust we saw a huge opening on the horizon and then suddenly as we approached the five-mile wide opening revealed our destination, the small inviting strip at Nehalem Bay.

Continued next page

Soon we were joined by another six aircraft, all eager to explore the area. It seems many folks had flown over but hadn't bothered to stop in before for one reason or another.

The intrepid went off for a stroll along the beach and returned around the time the rest of us had assembled our lunches on the picnic tables. After a delicious lunch of our own and each others goodies we decided to head off to nearby Tillamook for a visit to the Tillamook Air Museum. Good thing too. The museum is in the process of selling off its assets and will be closed in the not too distant future. It seems the Port of Tillamook that owns the building doesn't want to repair the very leaky roof and the owner of the museum doesn't want to risk the condition of the aircraft or a lawsuit from a slip and fall accident.

Next year we may move this event to a different coastal location so the Barons can join us. →

Sun River

Sun River OR- NWBS members from Washington, Oregon, and British Columbia arrived in Sun River August 5th for a weekend of wine tasting and hangar talk. Unfortunately, it was just one couple from each state that joined host Chris Christensen. Nevertheless, Rick Johnson reports that they had "Great time, great resort and fine people but it would have been much nicer with more attendees".



Those in attendance were Chris Christensen, Fred & Dianne Bassett, Rick & Marlene Johnson, and Ken & Marie-Louise Sandine.

I know it takes a lot of effort for the hosts who put on these events and it can be disappointing when the turnout is low. Chris, we appreciate your efforts. →

ABS Convention

Don't forget the American Bonanza Society Annual Convention & Trade Show from September 5th through the 9th, 2007 in Wichita.

So far 11 NWBS members have formally signed up for the convention and others have indicated that they will be there as well. →

Raffle Update

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. →

NWBS Jackets are Here!

Olympia, WA – The long-awaited jNWBS logo jackets have arrived and if you paid for shipping they are already on their way to you. If you didn't we have them here in our hangar ready for you to pick them or deliver to you at the next NWBS event.

If you didn't order a jacket four lucky people could still get one. We have one small navy, one large black, one small stone and one large stone that we ordered as extras. They are available on a first-come first served basis and are \$50.00 each plus \$10.00 for shipping.



These are the last jackets available until we can order another batch of at least 30 so that will likely be awhile. If you want one you can email me at dale@northwestbonanza.org. →

Reflections From A Bonanza Instructor

-George Luck, CFII, BPPP Instructor-

Part of our series with George Luck.

In the previous issues, I covered ground operations, takeoff and climb then continued with stalls and a flight profile. We continue:

The maneuver to follow is steep turns. Trim the airplane at or below the maneuvering speed (V_a) of 134 KIAS -- let's use 130 KIAS. This will require about 19.3 inches MP at 2300 RPM. Using a grease pencil or water-based pen, place a small spot on the inside of the windshield in front of your dominant eye inline with the horizon.

Make a clearing turn to the left and right and line up on a prominent landmark. For a 30-degree bank turn, add one inch MP; for 45-degree bank turn, add two inches; and for 60 degrees, add three inches. As you roll in to the turn, add the power and increase the backpressure to keep the spot on the horizon.

Your crosscheck should be from the spot, to the altimeter, to the VS and back to the spot. Adjust the spot position above or below the horizon to keep the VS at zero. If you get behind on your crosscheck and allow a large sink rate to develop, then reduce the bank angle and fly the nose up to the horizon and resume the original bank angle, but with more back pressure.

As your landmark comes into view, smoothly roll out of the turn, relax the back pressure and reduce the throttle to the entry power. Practice the turns to the left and right at 30, 45 and 60 degrees of bank. At 60 degrees, you will be pulling two Gs acceleration, so the turn will require significant back pressure. Common errors include not adding power as the turn is started, not adding sufficient back pressure to keep from diving and not rolling out on the entry maneuver target.

Now, let's consider a simulated engine failure condition. You should always attempt to be mentally prepared for an engine failure. If the failure occurs immediately after takeoff, you must lower the nose to protect your emergency landing speed of 80 KIAS. If there is enough runway remaining, then place the landing gear down and land in the remaining runway. If you have insufficient runway to land, make only small shallow banked turns and crash land in the clearest area available at the slowest possible controllable airspeed. If you have climbed 1000 feet AGL, then you might consider turning back and landing on the opposite runway.



The higher altitude that you have, the more time you will have to trouble shoot the failure and attempt an engine restart. The first thing that I would suggest after controlling the airplane and establishing the 105 KIAS glide is to check the fuel tank selected and check the fuel quantity, fuel pressure and oil pressure gauges.

The most likely cause of engine failure is that you have run a tank dry -- so switch fuel tanks, retard the throttle and turn on the electric fuel boost pump until engine restart. Another possibility, if the fuel quantity is sufficient but the fuel pressure is low, is that the engine driven fuel pump may have failed.

Turn on the electric fuel boost pump. With continuous operation of the electric fuel boost pump, you will have to further lean the mixture, as the boost pump will deliver too much fuel pressure at cruise power. If the fuel quantity and pressure are okay, then check the ignition switch. Try switching it to the right or left magneto position to see if one of the single magneto positions might provide ignition.



If the oil pressure is zero, then the engine may seize. Move the prop control to full low RPM, and proceed with a forced landing. The final engine failure mode to consider is the internal failure of the engine itself. Such a failure would require a precautionary or forced landing.



Make a radio call to ATC and tell them of your situation, but do not allow them to distract you from controlling the airplane, attempting a restart and if necessary, executing a precautionary or forced landing. Remember, in an engine failure situation, the insurance company owns the airplane -- your job is to fly the airplane and prevent injury to you and your passengers. To be continued next month →

Editor's note: CFII George Luck has written numerous articles for WBS and other magazines. This article is reprinted with permission from an earlier WBS series. Email: George-CarolynLuck@northwestbonanza.org

Planemate of the Month

Jim & Elizabeth Posner own August's prized airplane that graces the front cover of the August ABS Magazine. Take a look and you'll see it in front of some familiar terrain, the northwest side of Mt. Rainier. The photo not only features Jim's airplane but was taken by NWBS member Kari Seppanen and the photo was flown by NWBS member Vera Martinovich



Jim is the leader of the Northwest BeechBoys, a club within the NWBS that seeks to foster and share the joys of formation flight. →

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

Directors:
 Chep Gauntt beechday@northwestbonanza.org
 Frank Lloyd flloyd@northwestbonanza.org
 John Foose foosej@northwestbonanza.org
 Jim Posner captainjim@northwestbonanza.org
Webmaster:
 Jim MacFarlane jimm@northwestbonanza.org