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My wife Janet and I were synching calendars recently, and I realized that next year I will have been a member of ABS for 25 years. The year was 1992 when I bought N9431Y and advised immediately by my flight instructor to join ABS. Who knew that a quarter century later, I’d still be flying 31Y and writing this column in ABS Magazine?

My only regret is not keeping as detailed a log book of my 4,600 hours in the air as I should have. As a flight instructor, mostly doing flight reviews and currency training, I am often amazed at the detail I find in some log books. Not just the basic info, but why they made the flight, memorable notes on many flights, new experiences…lots of detail. They’re not sparse records; they’re a diary of a life in the air. My logbooks are pretty vanilla by comparison, full of basic flight data but not much memory-jogging information.

But like you, I have vivid memories of so many flights. I’m just never sure of the precise date it happened. Our first flight out of the country, an unexpected snow squall over New Jersey at night, accidently running a fuel tank dry, running too close to a storm and getting into some pretty rough air—so many memories. Most are fond memories, but there were some tense moments, too.

Our best memories are often wrapped up with attending Bonanza events. We’ve flown to regional events with the North East Bonanza Group, ABS conventions and fly-ins, Beech Heritage Museum parties, B2OSH flights, and so many more. We have made some wonderful lifelong friends by participating in Bonanza events over the years, and we plan to attend many more. It’s been a fun and rewarding 25 years of flying!
peaking of anniversaries and memories, the ABS headquarters staff is hard at work putting together plans to celebrate the 50th anniversary of the founding of ABS. The ABS 50th Anniversary Convention and Trade Show will be at Beech Field in Wichita, Kansas, September 21–24, 2017. I think 50 years makes the ABS not only the largest airplane type club, but also the oldest.

From humble beginnings in New York in 1967, co-founders BJ McClanahan and Henry Schlossberg (both of whom, regrettably, passed away recently) founded the American Bonanza Society with much the same goals and mission statement as we have today. Both were proud to see what their humble beginnings have grown into over time. We members of ABS enjoy unparalleled benefits of membership: a free online ground school, aircraft Service Clinics, flight instructors trained to instruct and train Beech-specific flight profiles, mechanics taught Beech-specific maintenance procedures, and the list goes on. So much of this exists thanks to past and current ABS staff, Board members, and volunteers for managing all of this for us. Special thanks goes to members who have donated to the ABS Air Safety Foundation and whose gifts make many of our special member benefits possible.

One last anniversary we can’t forget to mention: The first customer Bonanzas rolled of the Beech factory line in 1947, 70 years ago next year. No other aircraft has that long of a continuous production run. Admittedly, today’s new Bonanzas and Barons are very advanced and refined versions of the first Bonanza. But the heritage of the Bonanza has remained constant throughout those 70 years.

Please mark your calendars now with the dates September 21-24, 2017. Plan to attend the 2017 ABS Convention and Trade Show in Wichita, Kansas. This promises to be the largest homecoming ABS has ever had. Textron Aviation has agreed to assist in the celebration of the 50th anniversary of the ABS and the 70th production year of the Bonanza with factory tours and a Beechcraft Hangar Party in the aircraft production facility. I can’t think of any event that will be more spectacular for Beech enthusiasts in 2017 than a return to the Home of the Bonanza for these momentous anniversaries. Look for more information from the headquarters staff in the coming months. If you own a Bonanza, Debonair, Travel Air, or Baron; if you fly, maintain, or teach in one; or you provide products and services to our members, you need to be in Wichita next September!

When I asked Janet to proofread my notes, she reminded me of another key anniversary to “celebrate” next year. I bought N9431Y in 1992 when I was 40 years old. You do the math.
I am pleased to announce that ABS is releasing the new version of our website later this month. The production of the website is the result of a major financial commitment by the ABS Board of Directors, and countless staff and volunteer hours in planning and design. This new website has many new, slick features and capabilities.

If you were at EAA Oshkosh last July you were able to see a preview and actually log onto the new site and explore. Glenn Olsen, ABS Life Member and lead volunteer on the project, gave ABS Tent Topics presentations on the features of the new www.bonanza.org and how to best utilize its new features. In addition, several volunteers have assisted us by testing the site in preparation for release to our members and the general public.

“We are building the foundation of a system that will live and breathe through the contributions of members and staff,” says Olsen. “The ongoing purpose of this system is to leverage our brand and be a curated collection of information and knowledge about Beechcraft products and our community that is searchable.”

It’s easier to understand many of the improved concepts when you have the opportunity to browse the site first-hand, but I’d like to highlight some of the exciting new capabilities you’ll encounter when you navigate through the site.

- **Robust search function**: Content that has been indexed for easy searching capabilities. Members can search all 49 years of ABS magazines and newsletters, Member Forum posts, new Member Blogs, and content generated by ABS staff and members.

- **Member Blog page**: ABS members will have the ability to create their own ABS blog page to contribute and share information with others.

- **Improved Member Forum** with the following enhancements:
  - User contribution of content through member forums and blog post.
  - User promotion of the importance/relevance of content. ABS will have the ability to give a thumbs up to each correct answer on the forum post or report back as an incorrect answer.
  - Society approval of selected authoritative content as “ABS Approved.”

- **Aircraft Model Type pages**: These include representative pictures of the aircraft model; pertinent information such as maintenance documents, service bulletins, Pilot’s Operating Handbook or Owner’s Manual; and descriptive information such as distinguishing features and common modifications for each specific model.

- **Find a BPPP flight instructor or maintenance facility**: Locate one near your home base or other geographic location.
area utilizing enhanced geolocation capabilities. For example, find a mechanic when you’re away from home or to schedule a BPPP flight to coincide with business or personal travel.

- **Online Store**: Now easier to use for renewing your ABS membership and purchasing ABS branded apparel.

- **Member Profile page**: Your very own profile, which you may update with personal information at any time.

### A Few Helpful Tips When Using This Site

- Use your existing login and password from the current site once the new site goes live. If you don’t know your credentials, please email us at info@bonanza.org with your request and we will send them to you. If you only forgot your password, use the “Forgot My Password” feature on the website.

- From anywhere in the website, click on the ABS logo at the upper left corner to return to the Home page.

- When using the search functions, there are several ways to narrow your search: magazine archives, members’ information, Member Blogs, and Forums. Or you can use all these search functions together at once. Be sure you log in as a member before you use the keyword search so you’ll be able to see and link to Members Only content.

- If you have a question, chances are others have asked the same question at some time in the last 49 years, which means the answer is stored and searchable in our archives. If you still can’t find the answer you need, then use our Technical Advisors by email or by calling ABS 8:30 p.m.-4:00 p.m., Monday through Friday, U.S. Central Time, excluding holidays.

- You can update your personal information including your address and aircraft information when logged in under the “Edit My Profile” selection. This gives you the most up-to-date information in the Member Directory under the Community section.

- If you want to be included on the online directory and make your information available to other ABS members (this takes the place of the old paper directory that came out once a year), you must release permission at the very bottom of the “Edit My Profile” page, under “Privacy.” Your information will not be given, sold, or released to other companies or organizations.

Our new ABS website must meet the needs of a diverse group of members, prospective members, and non-members. We encourage your comments and ideas for improving the site as you gain experience using it. Our website will continuously evolve and improve. Sure, there will be some glitches as we begin. This is not
our finished product, and we will continue to make updates and add content. So we appreciate your patience and constructive comments – we won’t know your issues or your ideas for improvement unless you tell us directly at absmail@bonanza.org or 316-945-1700.

Professional speakers will present classes throughout the day Friday and Saturday, with Beechcraft factory tours and the Textron Aviation-sponsored Beechcraft Hangar Party Friday evening and an ABS banquet dinner Saturday night.

Save the Date for the 50th ABS Anniversary Convention

It’s not too early to make plans to attend the ABS 50th Anniversary Convention and Trade Show celebration at Beech Field and the Hyatt Regency Hotel in downtown Wichita, Kansas, September 21-24, 2017. The celebration will begin Thursday with the opening of the Exhibition Hall and Trade Show at noon, followed by a kick-off dinner Thursday evening. Top professional speakers will present classes throughout the day Friday and Saturday, with Beechcraft factory tours and the Textron Aviation-sponsored Beechcraft Hangar Party Friday evening and an ABS banquet dinner Saturday night. You will have plenty of opportunities to mingle with your friends and make new ones at our Falcon Daybreaker breakfasts and other meals and gatherings.

This is just a small sample of what’s already planned for the three-day celebration. Registration for members and guests, as well as for Trade Show exhibitors, will begin this December. Be sure to take advantage of the early bird registration. You will also be able to make your hotel reservations at that time as well.

Don’t miss out on the fun! We are expecting a large turnout for this once-in-a-lifetime event.

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Series 35 thru G35. All the benefits of the 470-260HP series engine without the high costs.

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A n ABS member recently sent me this email:  

I suspect ABS has weighed in on the prospective ECi AD in the past, though I am relatively new to ABS and have not seen any commentary. Given that the FAA has evidently set its course after receiving comments and will enact the rule substantially as originally proposed, I hope you will (again?) comment. If/when you do so, it will also be helpful to let affected owners and operators know what recourse they have, if any, to the provisions of the AD, for example, a challenge in court. As an aside, I’ll mention that we asked about this tentative AD when we had our F33A in an ABS maintenance clinic last summer and the ABS guy said the AD had blown over and died, which delighted us at the time. It now seems obvious we misunderstood one another or which prospective AD was being considered.

What the member referenced is not a proposed AD action, it is the final rule. We reported AD 2016-16-12 on the ABS website moments after it was published in the Federal Register, and published the AD and a letter from Continental Motors, which purchased ECi after the affected cylinders were produced, in the September ABS Magazine.

ABS indeed did submit comments in response to the Notice of Proposed Rulemaking (NPRM) for the ECi Airworthiness Directive during the open comments period. You may read our comments at www.bonanza.org/images/pdf/absecicomments.pdf. The FAA announced the proposed rule but later rescinded it. That explains why you were told at an ABS Service Clinic that the issue had gone away. Later, however, the FAA issued a second NPRM that expanded the serial number range and affected engine models (adding, for example, IO-470s that have been modified with the cylinders per an STC).

In our comments ABS proposed a repetitive inspection schedule and continued operation of affected cylinders until engine overhaul, retaining the NPRM provision that an affected cylinder could not be reinstalled on an engine. This would have permitted airplane owners to keep a close eye on their cylinders and operate any that continue to pass inspection until the cylinder is removed for any reason, or the engine is overhauled, whichever occurred first.

As you’ll see in the AD, the FAA disagreed with every comment submitted to it in response to the NPRM(s), including ours. There is no opportunity to comment further – the AD went into effect September 15th. That’s the date by which cylinders that have “timed out” must be removed from service, and the date on which the timer starts on cylinders that have not yet reached the replacement Time in Service (TIS).

I’ve never heard of a successful court challenge to an Airworthiness Directive. I suspect the legal fees would quickly empty ABS’s and the ABS Air Safety Foundation’s bank accounts. More immediately, the time required for cylinder replacement will likely expire before any such case could be developed, filed, and then work its way through the courts to include the inevitable appeals. If the case is won it would probably occur years after airplane owners were required to replace their affected cylinders. I will, however, ask AOPA what it says about such a challenge.

After the final rule was published I spoke with AOPA’s Government and Regulatory Affairs about a possible Alternate Means of Compliance (AMOC) to permit continued operation of otherwise airworthy cylinders after the TIS replacement time is reached. Other owners groups have entered the discussion and we’re actively investigating our options—watch www.bonanza.org and ABS Magazine for updates.

This is one example of the industry advocacy you get when you donate to the ABS Air Safety Foundation. Over the years ASF advocacy on behalf of Beechcraft owners has:

- Removed speed restrictions on V-tail Bonanzas;
- Averted a needless and costly change to spar web inspection and repair procedures affecting most Beechcraft owners;
- In concert with other aircraft towners groups, assured that the FAA provide funding for testing of proposed unleaded fuels to replace 100LL;
- Eliminated the need for special waivers to provide and receive flight instruction in single-control airplanes;
Limited the financial impact and extended the time required to comply with a circuit breaker replacement AD;
Prevented a second circuit breaker replacement AD when the quality control of replacement parts came into question;
Convinced the FAA to issue advisory Special Airworthiness Information Bulletins (SAIBs) instead of mandatory-replacement ADs, most recently concerning flight control cable inspection and replacement; and
Participated in numerous FAA, NTSB, and industry conferences to promote operations, training, and safety regulations and recommendations that are effective, pilot-friendly, cost-effective, and most importantly, data-driven and not based on theoretical but unproven threats.

Please take a look at the ABS Air Safety Foundation Annual Fund brochure that came with this issue of ABS Magazine, and make your tax-deductible donation to help cover the sometimes considerable cost of being your voice “to protect lives and preserve the Beechcraft fleet.” Thank you for your support.

New Online Courses

The ABS Online Training Center now includes a series of courses by noted Master CFI Gary Reeves. Unlike BPPP and other ABS online courses, the Pilotsafety.org programs are fee-based—but Gary will donate 20 percent of your purchase costs to the ABS Air Safety Foundation. Courses include:
- Night Flying – Easier, Safer, and More Fun
- Surviving Fires and Engine Failures
- The 25 Most Common Mistakes Pilots Make
- Mountain Flying
- Garmin 430/530 Master Training
- IFR Made Easy
- 10 Ways Your iPad Can Cause Accidents
Welcome Back BPPP Instructor Dan Ramirez

ABS welcomes San Diego-based flight instructor Dan Ramirez back to the ranks of BPPP-accredited flight instructors. A retired Emergency Services fire captain, Dan was a long-time BPPP instructor and remains very active in Beechcraft instruction. He also teaches in a G36-configured Redbird simulator.

You’ll find Dan’s contact information, along with that of all BPPP flight instructors, under PILOT TRAINING and then FIND AN INSTRUCTOR, at www.bonanza.org. Complete the free BPPP online ground school, then ADD FLIGHT INSTRUCTION to earn your full BPPP course completion certificate.

Call for Interns

Part of the same one-time gift that ASF used to purchase an A36 to support education and training programs will also be used to fund two Air Safety and Advocacy Internships for 2017. We announced this program in past issues and full information is available at www.bonanza.org/images/pdf/intern.pdf. If you or someone you know is in a college or university professional pilot, aircraft maintenance technician, aviation safety, aviation management, or related program, and are/is interested in a paid internship with the ABS Air Safety Foundation in Wichita, Kansas, for either the spring or fall term 2017, see the announcement and send an application to me at asf@bonanza.org.

Deadline for the spring term (January – early summer 2017) application is November 1st, and fall term (mid-summer – December 2017) is April 1st, 2017. I look forward to helping the right young person begin a career in aviation safety and regulatory advocacy.

Thanks again for your support and your financial contributions that make the ABS Air Safety Foundation the industry leader in enhancing your Beechcraft ownership experience.
HE FLEW THROUGH FOG ALMOST AS THICK AS AN FAA REGULATIONS BOOK.

Rear Admiral Richard E. Byrd didn’t know what was coming — heck, he couldn’t even see the ground. But his goal was to reach the North Pole. And he found a way to make it happen. That’s the attitude we admire at NBAA. It’s why we’ve compiled hundreds of resources for our members. So whether it’s higher profits, greater efficiency or more customer visits, we monitor the conditions so you can keep your sights set on your goals. Because business aviation enables people to reach places they otherwise couldn’t. And at NBAA, we enable business aviation.

Join us at nbaa.org/join.
Preventing Gear-up Accidents

By Scott Wagner

Gear up landings are a common concern among general aviation pilots. FAA preliminary incident reports estimate an average of one such preventable incident every day in the U.S. Since a gear up landing rarely causes injury, and gear up landings do not require an accident report per NTSB 830 accident reporting guidance, they are not always used to tally the overall general aviation safety record. The cost of repairs is considerable since the engine, propeller, and airframe can all be negatively impacted. Insurance rates may also be affected since such an accident can put you in a higher risk category.
Most pilots, sooner or later, have a close call with or an accident due to gear up landings. This happened to me recently when I got momentarily distracted on final approach. Luckily, I still had enough time to get the gear down properly before landing. To ensure that the same thing didn’t happen to me again, I talked to other pilots to see if there was a back-up warning system worth installing on my Beechcraft A36.

Paul Schroeder is a seasoned pilot who has piloted an A36 since 1985 and has flown over 6,000 hours. In other words, he’s a guy who knows what he’s talking about. As a manufacturer’s rep, he flies regularly throughout the Midwest, from Minneapolis to Davenport to Denver to Omaha. Schroeder told me having a redundant gear position warning system on board is an essential safety device since putting a plane down on its belly is an experience no pilot wants or needs.

He recommended looking at the 6601 Audio Advisory System by Minneapolis-based P2 Inc. (www.p2inc.com). It’s the go-to gear position warning tool that Paul has depended on for back-up for 10 years. The 6601 includes an airspeed sensing computer, a single annunciator push button switch, and an output for a Hobbs meter. It’s wired to the aircraft landing gear indicator lights circuit to detect when the gear is either up or down. It’s also connected into the airplane’s pitot and static lines to recognize airspeed in real time.

Schroeder said the system communicates to the pilot both via the annunciator light and audio announcements on an unswitched (always-on) intercom output. The system is usually installed into the plane so that it is operational as soon as the
avionics master switch is turned on. When the plane exceeds its arming speed the system goes into action. If the system senses that the gear is up and the plane has slowed down to its approach speed, the system announces “Check Gear!” If the gear is down the unit will announce “Gear is down for landing.”

Schroeder’s gear advisory system has required no repairs and been trouble-free for the entire time he’s used it on his Bonanza. He has used a similar unit on his float plane.

In the case of a go-around or missed approach, when the plane’s speed increases to at least five knots over the arming speed, the 6601 system re-arms itself. The five-knot buffer prevents repeated alerts when flying close to the threshold in gusty winds. The 6601 also provides annunciation when your airspeed reaches Vne (the velocity to never exceed). During installation, this speed is set in the system and once the plane reaches this speed, the advisory announces “Over-speed!”

Larry Degner of AeroLift Inc., a manufacturer of aircraft hangar doors, has been flying retractable gear aircraft for over 20 years. He is in the pilot’s seat over 500 hours each year.

Degner finds the P2 6601 Audio Advisory System accurate and reliable since it’s tied into airspeed. “Other systems are tied to the flaps being down or cutting the throttle back and can be impacted by head winds or rough air. The 6601 system is far superior in giving the pilot time to make needed adjustments prior to landing.”

On approach and upon reaching the airspeed threshold, the 6601 annunciator flashes and announces that either the gear is down or up. Degner advised the pilot should then do a normal gear check. The system as installed on his plane is set for an approach threshold (final approach speed, Vref, plus 10-15 knots) of 85 knots and an over-speed setting of 200 knots. After takeoff, when a plane’s airspeed exceeds 85 knots, the 6601 is armed. The unit then monitors the airspeed and the gear position. When the plane slows down below 85 knots, the advisories are presented to the pilot. The annunciator light will blink and the audio advisory for gear up (check gear) or gear down (gear is down for landing) will be heard through your headsets, which is particularly helpful if wearing one of today’s noise-cancelling types.

With this expert advice in hand, I installed a P2 Audio Advisory System on my A36 and flew with it for the first time after getting back from Oshkosh. It proved to be all these guys said it was. Since it’s based on airspeed, not throttle position, it’s a helpful complement to the factory warning system.

I’ve been flying for 35 years and owned three other airplanes before my current Bonanza. With a back-up gear warning in place, I’ve got more assurance of having a safe touchdown every time.
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Non-hazard system intended for use while exiting inadvertent icing conditions.

FEATURES:
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HEATED WINDSHIELD PANEL
WING BOOTS

WEBSITE: www.iceshield.com/bonanza
CALL: 800.767.6899
The Beginning:
Albert Murrer, Jr.

My family’s first encounter with N11GG began with my grandpa. Albert Murrer, Jr. was a Korean War veteran, a loving husband to his beautiful wife Rosalie, and father to 10 children. Two of his children would go on to become professional pilots, who would later help find N11GG.

Grandpa Murrer was a Cessna L-19 “Birddog” pilot during the Korean War. He flew dangerous Forward Air Control missions.

N11GG was not always N11GG. Born as a 1960 M35 Bonanza, serial number D-6184, N11GG was originally N696Q and sent from the factory to Robert Graf Inc., a Beechcraft distributor in Omaha, Nebraska. Twenty-one different owners have called D-6184 their own. It has been extensively modified, maintained, and operated since its birth 56 years ago. Pouring through the logbooks was similar to opening a time capsule. The data that lives therein tells a compelling story not just of an airplane, but a long history of passionate owners. As the latest set of owners, my family and I like to continue that tradition that has flown through the generations.
missions, dropping white phosphorous smoke as target-markings for long-range artillery. My grandpa met Rosalie in Japan on Thanksgiving Day, 1952, during the war. By Christmas of that same year they were married and would remain so for 58 years. He passed away on May 30, 2010, leaving behind his children, 37 grandchildren, and 11 certified pilots. Grandpa Murrer set the path for the aviation fever that spread throughout his family, and it continued to thrive when he acquired N11GG in 1986.

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For my dad, the life of N11GG began in the summer of 1986 after I flew a corporate trip into Anoka County Blaine Airport (KANE) in Minneapolis. I saw N11GG sitting in a hangar with a “For Sale” sign on the propeller as we taxied by in the Falcon jet. After dropping my passengers I immediately ran over to the aircraft and climbed up on the wing to look inside at the panel and interior. I was completely blown away with what I saw and knew right there that this would be a great aircraft for my dad.

As I was checking out the aircraft, a guy ran up screaming saying, “Do you want to buy the aircraft? If you do, you have to buy breakfast.” I told him, “If you drive, I’ll buy breakfast.” Within minutes we were off to the local café.

The gentleman’s name was Ray Mayberry. He turned out to be one of the most interesting individuals I have ever met. Ray was a retired fighter pilot and flew during the Korean War. He was a very successful businessman and owned several aircraft including a T-33A two-seat trainer jet that was painted up as a Thunderbird. Ray was one of those people that was bigger than life and lived every day with the excitement of a youngster on Christmas morning. At breakfast I was mesmerized by his stories as a fighter pilot, his business endeavors, and his flying airshows in his T-33. I spent the day with Ray, and we ended up flying his jet. I knew that this would be more than just buying a Bonanza for my dad. It was the beginning of a great relationship with one of the coolest guys I ever met in aviation.

After giving my dad a call and explaining to him what I found he told me to go ahead and purchase the Bonanza. This blew me away because my dad never bought anything without spending a tremendous amount of time studying the purchase. This was a man who had all 10 of his children eating off a plywood-board table at dinnertime.

Within two weeks the deal for N11GG was closed, and I flew the Bonanza back to Pittsburgh’s Allegheny County Airport. To
see my dad’s face when I taxied up in his new Bonanza was one of those moments a son never forgets. I was so happy for my dad; after raising a large family and doing without except for providing for his kids all of his life, this was the first thing he bought that was just for him – and he more than deserved it. My younger brother, Joe (who now flies for United as a 777 captain), checked him out in N11GG, and then he was off. Immediately after, my dad and mom began flying all over the East Coast. Since he was doing so much flying, my brother and I pushed my dad to obtain his instrument rating, which he did.

Rosalie Murrer
(My Grandmother’s Viewpoint)

Before we purchased the Bonanza we belonged to a flying club at the Allegheny County Airport in Pittsburgh. It was a big thrill when we bought our own airplane back in the ’80s. Al and I flew N11GG from September 1986 to August 1994. Al was 59 when we purchased it, and he loved that airplane. We took many weekend trips. For example, out to New Jersey where my son Albert lived at the time.

There are many fond memories in that airplane. Al also used the Bonanza to fly donor organs in the daytime and in the middle of the night when called. I remember I had the opportunity to make the maroon curtains, which can still be seen in some of the older photos of the Bonanza but have since been removed. The propeller was polished, and Al kept that prop shining along with the rest of the airplane. I remember the plane was greatly admired by other pilots. Later on Al developed health issues, the reason, much to our regret, for selling the Bonanza.

James Gallagher, Jr. (My Viewpoint)

Now, how I came into this story. I was born shortly before Grandpa acquired N11GG. It’s tough for me to remember very much when I was that young, but there are photos of me as a toddler in the late 1980s standing next to that familiar V-tail at the now-closed Sandusky Griffing airport in Ohio. Grandpa Murrer sold it in 1994 and from there N11GG went to owners in Delaware, Maryland, Minnesota, Wisconsin, and California. My grandfather was an engineer and after he retired he made wooden toys for
his many grandchildren. There are quite a few V-tail Bonanza toys sitting on shelves in family homes.

In the early summer of 2012 I was attending Naval Postgraduate School in Monterey, California, as a young Air Force lieutenant studying for my MBA. One day I was in the school library when I saw a post on Facebook from my Aunt Denise that N11GG was for sale in San Jose, California. That is less than an hour’s drive from Monterey! I called up the owner, Ken Wilson, and the arrangements were made for me to come take a look. I flew my old Cessna Skyhawk to San Jose and when I saw N11GG it instantly became clear to me that I had to buy this airplane. The deal went quick and soon I was the proud owner of a beautiful Bonanza!

We have no problem taking N11GG into IMC with the 530W, 496 and XM weather, and FIS-B weather with ADS-B In. It’s capable of landing on short grass strips including my Uncle Al’s hangar apartment in Georgia. How cool is it to have a Cub, Bonanza, Twin Comanche, and Pitts all under one roof for a couple days! I love to get close and fly formation. In fact we shot the air to air photos using Uncle Al’s Piper Cub.

It’s incredible to be able to fly my grandfather’s old airplane! We fly N11GG to Murrer family vacations, holidays, and weddings. It is fun seeing the family fleet of
It’s incredible to be able to fly my grandfather’s old airplane! We fly N11GG to Murrer family vacations, holidays, and weddings.

airplanes gathered on the same ramp as we all gather together to celebrate an occasion.

I have flown N11GG from sea to shining sea and a lot of places in between. In June 2015 I married my beautiful wife Katy and we took a three-week honeymoon all over the United States, flying the Bonanza. Our route from Dayton, Ohio, took us to the Florida Keys, the Grand Canyon, then all the way to California where we stopped in San Diego, Monterey, and San Francisco. We flew to Yosemite and up to Glacier National Park in Montana. We put 50 hours on the tachometer and pins on our map to indicate all of the places we have visited. I have taken N11GG to Oshkosh twice and flew it to a family vacation at the Outer Banks in North Carolina. In the future I would like to obtain my CFII in N11GG.

Since buying N11GG I have done quite a bit of work just to keep it flying. I have replaced both main fuel bladders, the propeller governor, and the propeller. I’ve overhauled a cylinder, a magneto, replaced all of the plugs, an oil cooler, engine mounts, and exhaust. I installed B.A.S. shoulder harnesses in the front seats, new PAR 46 Whelen landing lights in the wings and one on the nose, an ADS-B installation that included upgrading the 530 to WAAS and a Garmin GTX345, and repainted the wing tips. Every aircraft owner knows that is the abbreviated list, too.

We have it in a great place right now but there is an engine overhaul in the future as it has more than 200 hours past TBO (but it still runs great!). The engine runs just fine rich of peak and lean of peak without the...
GAMI injectors. I can fly at 167 kts TAS burning 12 GPH at peak EGT at or above 8,000 feet. The IO-470N seems to run its best between 7,000 and 10,000 feet. Beyond that we would like to do new windows, interior, and paint, although those items are not high on the priority list because they are all in good shape. We like the panel as it is with its blend of the classic V-tail with a modern twist. It is equipped with a Garmin 530 WAAS, a KX-155 as the secondary Nav/Com, Garmin 496 with XM weather, Garmin GTX 345 ADS-B In/Out transponder, a King HSI, an S-Tec 50 autopilot with GPSS, and an EDM-700.

What I love about the V-tail Bonanzas is the versatility they bring to aviation. They are fabulous traveling machines and quite efficient. Not many other airplanes offer the cabin room, speed, payload, strength, and fuel economy like a Beechcraft. I have flown other Bonanzas with IO-550s and IO-520s, which are both phenomenal engines. For the price of an overhauled Continental though, Katy and I are looking at a factory IO-470N. We think it is the right blend of performance and economy. We take N11GG into busy airspace and airports VFR or IFR. Ft. Lauderdale Executive, Monterey, Santa Monica, and Port Columbus are some of the few that I can rattle off.

N11GG is still greatly admired wherever we land, just like when my Grandpa had it 30 years ago. A lot of people say it’s just an airplane, but to us it is a little more than that. From now on, we’d like to keep it in the family.
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Pilots, instructors, regulators, investigators, and educators all lament the lack of basic airmanship demonstrated again and again in aviation crashes. From weekly general aviation crash reports through high-profile events such as Colgan 3407 and Air France 447, we see the results of an apparent epidemic of missing or atrophied basic airmanship skills among pilots of all experience levels. Most notably, the aviation industry is grasping at ways to address the high rate of fatal Loss of Control – Inflight (LOC-I) events. The focus is on new technologies to help pilots “manage” flight and avoid stalls. Flight management has its place, but it assumes basic aircraft control as a given. What collectively we seem to have forgotten is that we already have the answer to stall avoidance in our grasp. The answer is to focus on actually flying airplanes, and practice to ensure retention and improvement of those basic flying skills throughout a pilot’s flying career.

Engine-out Glide

Recently a video of an SG-38 primary glider in flight circulated on YouTube. You may view it at http://tinyurl.com/gliderSG38.

The amazing video of a replica 1930s glider applies to all pilots, including us. Analyzing the pilot’s actions in the video, you can see just how incredibly well he has mastered this most basic of flying machines. He flies until reaching the maximum altitude permitted by the length of the tow cable, establishing a maximum climb angle of attack and holding that angle throughout the climb. When he releases the tow cable, he pushes forward positively with the control stick, while holding heading with aileron and rudder. In gliding turns back to the airfield he is moving the control stick forward and aft with changes in bank angle.

Releasing the tow cable is the same as a sudden loss of engine power shortly after takeoff in a powered aircraft. The lesson applies to us all: Lose power in climb, and you must push down to the maximum glide (or in Barons/Travel Airs, the single-engine climb) attitude, angle of attack, and airspeed, and hold heading with whatever rudder and aileron input is needed.

The glider pilot is entirely dependent upon his flying skills to survive. Come to think about it, that’s true in all airplanes. We have great safety devices—seat belts, shoulder harnesses, roll-cage
cabins, crush zones, a second engine in Barons and Travel Airs, even full-aircraft parachutes in some of Beech’s competitors—but ultimately it’s still the pilot’s basic flying skills and airmanship that determine the outcome of a flight.

**Fly the Wing**

In wings-level flight a neutral elevator (“stick”) position maintains angle of attack (AoA), forward stick lowers AoA and aft stick loads the wing and increases AoA. During the roll-in and roll-out of a turn it takes more changes in stick position to maintain angle of attack, but once the bank is established the airplane doesn’t care which way is “up” in coordinated, 1G flight – as long as it’s “up” relative to the airframe. Therefore, the rules for stick-movement-versus-AoA in a constant-bank, 1G turn are the same as in level flight.

If a pilot does not do all these things, almost instinctively, he or she will not get maximum performance from the aircraft. In the case of engine failure, that could mean losing control in a stall or not making it to a suitable landing site. In a go-around or missed approach that could mean pitching up excessively into a stall, and/or letting a wing drop into an incipient spiral. Unable to climb after takeoff? You need to push to reduce the angle of attack and break the mushing condition. In other day-to-day flight it could mean less-than-optimal performance, unacceptably low performance at high weights and/or density altitudes, loss of directional control in the event of many abnormal and emergency situations (especially in multiengine airplanes) and/or a stall/spin crash in any type of aircraft. Basic stick-and-rudder flying is that important.

**Startle Effect**

The crash of a Beechcraft King Air B200 at Wichita, Kansas, on October 30, 2014 did not involve an ABS-type airplane, but it received worldwide attention and the impact was literally across the street from the ABS office.

A solo pilot reported loss of the turboprop’s left engine immediately after takeoff. The airplane turned left toward the dead engine through about 120° of heading change before impacting in a fiery crash into a flight simulator training facility.

The King Air’s pilot and three persons in a simulator died in the intense fireball that followed. Six others in the simulator bay suffered serious injuries. The NTSB’s final determination of the cause of the crash is:

> The pilot’s failure to maintain lateral control of the airplane after a reduction in left engine power and his application of inappropriate rudder input. Contributing to the accident was the pilot’s failure to follow the emergency procedures for an engine failure during takeoff. Also contributing to the accident was the left engine power reduction for reasons that could not be determined because thermal damage precluded a complete examination.
Single or twin, the pilot’s required actions are well-defined and actually quite limited when an engine quits immediately after takeoff. The good news is that means pilots have only a few things to train for—they don’t have to make it up as they go. If the pilot is prepared, there is no immediately decision to make at the specific moment the failure occurs. Respond with the correct procedure; the time to make decisions comes (shortly) later.

If an engine fails just after takeoff you have only two things to immediately do:

1. **PUSH** forward on the controls to maintain the proper, controllable airspeed; and
2. **HOLD** heading with rudder and wings level.

You push to attain the proper attitude for \( V_{\text{BEST GLIDE}} \) in a Bonanza or Debonair. You push to establish \( V_{\text{YSE}} \) (“blue line”) speed in a Baron or Travel Air with a windmilling propeller. The proper attitude assures sufficient airspeed over the wings and control surfaces to prevent loss of control.

I emphasize the **push**. Aerodynamicists will tell you that if the airplane is properly trimmed when an engine quits it will tend to

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### Commanding Stick and Rudder Skills

Try these exercises to retain and improve your stick and rudder skills. Take along a qualified pilot or flight instructor to watch outside for traffic and, afterward, to help critique your performance.

- **Enter Slow Flight:** From the FAA, slow flight is “…maneuvering at the slowest airspeed at which the airplane is capable of maintaining controlled flight without indications of a stall—usually 3 to 5 knots above stalling speed.”

“The definition of Slow Flight has changed with introduction of the FAA’s Airman Certification Standards in June 2016. For purposes of this exercise, however, use the technique taught before that time, sometimes called “flight at minimum controllable airspeed.”

In Slow Flight, with the stall warning horn buzzing or light flashing, and if equipped with an AoA display indicating near-stall, trim and note the “neutral” stick position after you’re established on speed with the wings level and the slip/skid ball centered. This will be aft of what’s “neutral” for most cruise conditions.

Make coordinated, shallow-bank turns left and right while holding altitude and airspeed. Note the need to move the stick to maintain altitude and airspeed as you roll into turns, but how you may need to remove some of that input once you’re established.

Note the stick position change is less if you use power to manipulate angle of attack. Banking, add power; rolling wings level, return power to the level-wings setting.

Recover to level flight, noting the changes in control input (elevator, aileron and rudder) necessary as power and
nose down on its own to remain in one-G flight. This tends to maintain the angle of attack, preventing a stall. Unfortunately, there's a pilot holding on to the control wheel. Pilots are subject to what's called “the startle effect.” The startle effect is:

…the result of a sudden shock that can disturb or agitate the recipient [and] can cause a person to have an involuntary physical reaction (e.g., jerking back on the yoke), can induce a significant emotional or cognitive response (e.g., fear, confusion, or anger), or can simply cause a person to freeze in place.

At least two and perhaps all three of these startle responses would cause the pilot to involuntarily increase the angle of attack and reduce airspeed/increase induced drag in the seconds after the speed increase and angle of attack decreases.

**Begin a landing-configuration descent at normal pattern speed.**

Note the “neutral” stick position once established on speed with the wings level and the slip/skid ball centered.

Using roads or other ground references, simulate the turn from downwind to base leg.

Note the need to move the stick slightly forward as you roll into turns, and to return to the neutral point as you roll wings-level, to maintain airspeed at 1G.

Simulate the turn from base to final and make the same observations.

**From your simulated final approach speed and configuration, execute a simulated go-around/ balked landing.**

Note the changing rudder, pitch and bank requirements as the power changes, the attitude changes, and you “clean up” the airplane.

Practice these exercises occasionally to reinforce angle of attack management at slow speeds, such as final approach and the initial stages of a go-around or balked landing, and in traffic pattern turns during a glide toward the runway. Be conscious of this need to the point you unconsciously act, instinctively.
engine failure occurs…supporting a common Loss of Control result from an engine failure immediately after takeoff.

Studies show the average reaction time to a “startle” event is 2.3 to three seconds. The time it takes for the pilot to make an input until the aircraft is roughly another two seconds. During these five seconds the angle of attack will have increased noticeably and the airspeed decreased significantly… all before the pilot does anything with the controls. By the time you recognize the need to act and then actually do something, you don’t need to simply relax the controls, you need to aggressively push to attain the proper attitude. Meanwhile you need to aggressively hold heading with coordinated rudder and ailerons.

If you are faced with an engine failure or incipient stall close to the ground you need do these two things: push and hold. This gives you time and opportunity to make decisions to assure your survival, and that of your passengers and persons on the ground. If you do not do these two things, swiftly and correctly, you will lose command of the aircraft’s flight path. And losing command of the aircraft is the first stage of loss of aircraft control.

Watching the glider video, I was filled with optimism that the pundits are wrong. Visualizing and flying by angle of attack is not an art that’s lost to aviation history. That modern pilot in a vintage glider was so artfully and skillfully flying the aircraft, visualizing and manipulating angle of attack… with no instrumentation whatsoever. No airspeed indicator, no attitude indicator, no digital Angle of Attack indicator. It is still possible to truly fly an airplane, not just manage it.

More flight path management and angle of attack instrumentation is an excellent backup. But it will not compensate for a lack of airmanship. Take the time to practice and maintain the skills that are just as relevant to the pilot of a Bonanza, Baron, Debonair, or Travel Air as they are to a glider pilot.
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**Must be purchased between 10-01-16 & 01-20-17**
BS member and volunteer Kevin O’Halloran brought a display item to the tent at Oshkosh this year. This display vividly shows why earlier model Bonanzas have lower landing gear extension and operation speeds ($V_{LE}$ and $V_{LO}$, respectively). Among other things, the hardware used to attach landing gear doors is much larger and more robust in later-model Beechcraft. Looking at the picture you can plainly see the difference. Kevin also noted the weight of each hinge design, ranging from 6.4 ounces for the earliest version, 10.9 ounces for the intermediate design, and 14.2 ounces for the latest style of the Bonanza main gear door hinges. Added weight means added strength, and therefore, higher limit speeds. Kevin’s research shows this effectivity for the main gear door hinges in table 1.

### Table 1

<table>
<thead>
<tr>
<th>Hinge Weight</th>
<th>Years</th>
<th>Models</th>
<th>Serial Numbers</th>
<th>$V_{LE}/V_{LO}$ (IAS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.4 oz.</td>
<td>1947 - 1948</td>
<td>35</td>
<td>D-1 through D-1500</td>
<td>100 mph (87 kts)</td>
</tr>
<tr>
<td></td>
<td>1949 - 1954</td>
<td>A35 through E35</td>
<td>D-1501 through D-3998, D-15001</td>
<td>127 mph (110 kts)</td>
</tr>
<tr>
<td>10.9 oz.</td>
<td>1955</td>
<td>F35</td>
<td>D-3999 through D-4375, D-4377 through D-4391</td>
<td>124 mph (108 kts)</td>
</tr>
<tr>
<td></td>
<td>1955 - 1961</td>
<td>G35 through N35</td>
<td>D-4376, D-4392 through D-6841, D-15002</td>
<td>142 mph (123 kts)</td>
</tr>
<tr>
<td></td>
<td>1962 - 1968</td>
<td>P35 through V35A</td>
<td>D-6842 through D-8871</td>
<td>167 mph (145 kts)</td>
</tr>
<tr>
<td>14.2 oz.</td>
<td>1969 - 1982</td>
<td>V35A through V35B</td>
<td>D-8892 through end</td>
<td>177 mph (154 kts)</td>
</tr>
</tbody>
</table>
We’ve just looked at Bonanza gear door hinges. However, similar hardware changes affect $V_{LE}$ and $V_{LO}$ for Debonairs, Travel Airs, Barons, and the very-high-speed 58P/58TC landing gear.

There are some anomalies. For example, the 1955 F35 has the 10.9 ounce hinges but the indicated airspeed (IAS) $V_{LE}$/$V_{LO}$ was not increased. In fact, the indicated speed went down slightly, although the calibrated speed remained the same as earlier models. According to Larry Ball’s *Those Incomparable Bonanzas*, the F35’s “landing gear door attachments were strengthened to permit emergency extension of the landing gear at speeds of up to 175 MPH IAS” (emphasis added). Another anomaly is that the hardware and the gear extension speed were changed mid-way through V35A production—1968 V35As have the 10.9 ounce hinge and 167 mph (145 kt) $V_{LE}$/$V_{LO}$, while 1969 V35As have the beefier hinge and 177 mph (154 kt) gear limit speeds.

We’ve just looked at Bonanza gear door hinges. However, similar hardware changes affect $V_{LE}$ and $V_{LO}$ for Debonairs, Travel Airs, Barons, and the very-high-speed 58P/58TC landing gear. It’s very likely there were other changes as well that contribute to the limitations that apply to individual models.

Beechcraft owners often ask ABS why they have certain limitations on their airframes while others with seemingly identical airplanes have others. We all want to be able to operate at higher speeds and carry extra weight. Without a Supplemental Type Certificate (STC) approval for changing the limitations that appear in your Airplane Flight Manual/Pilot’s Operating Handbook, however, there may be a very good structural reason for the limitations that apply to your Beechcraft.
Over the course of 36 years I started and stopped my instrument training twice. So after my check ride, as I walked into the flight training office that hot, muggy morning, I was not thinking of anything other than holding back my tears of pride and relief. I had finally proven to myself and others that I can perform at that same level of so many of the pilots I met and admired over the years. I felt like one of the pros.

A little history: My life profoundly changed in the spring of 1966. I was 12 years old, and as lots of boys my age did, I was always looking skyward when I heard an airplane overhead. A friend of my father had a 1961 Bonanza, and one Saturday we were invited on a sunny sightseeing flight. The flight lasted maybe two hours, but the effects have lasted 50 years. By the time I was 16, I was taking lessons through the local Civil Air Patrol squadron. I was fortunate to complete my Private Pilot certificate before my 18th birthday. I built time as I earned enough money to rent from a local FBO. Several years later, my employer acquired an A36 Bonanza that I flew for the company to various construction sites. Although I was uncompensated for flying, I was glad to accumulate valuable time in the A36, even while operating in VFR conditions.

Soon thereafter I was developing my business career and was absent from flying for over 20 years. As my business became more successful, I was able to jump back into aviation by earning my Multiengine rating. As my 60th birthday approached I felt the urge to see more of our beautiful country. My mission would require some western U.S. travel, so the turbocharged B36TC was the perfect choice. I promised myself I would earn my Instrument rating once my avionics upgrade was complete. Although it took months to complete my training, last August I succeeded.

So what?

Upon reflecting over several months, I thought here I am, 62 years old, ASEL, AMEL, and Instrument rated. I have always enjoyed learning anything about aviation. I have flown with many instructors over many years, all good and some even better, all with something useful to teach me. There was no doubt that I wanted to continue training. Adding a new certificate or rating would provide an attainable goal to work toward.

The reasonable next step up was a Commercial Pilot certificate. I reviewed the Commercial Practical Test Standards (PTS) requirements and realized I had already accumulated all of the required flight hours. All I needed now was a successful completion of the required flight maneuvers as shown in the PTS.

After researching accelerated training programs, I decided staying with Central Flying Service was the correct path for me. I like to support our locals if it’s practical. Even though it would take several months to complete, the additional experience flying my own Bonanza would be invaluable.
My instructor, Connor Stegemann, was well-prepared and energetic in his approach to teaching. He truly enjoys it! Over the next several months, weather caused cancellations of many lessons. We had our share of 2,000-foot broken ceilings, which did not give us the airspace we needed to perform chandelles and lazy 8s. Connor and I persevered, and while he taught me the necessary flight maneuvers, I taught him what I knew about B36TC from my experience and my BPPP training. This was his first experience with the Bonanza and he loved its solid feel and power.

While the majority of our time was spent practicing the required maneuvers, we worked in some instrument approaches and a few short cross-country to add some variety to our routine and gain familiarity with my new avionics.

As my skill improved and my execution of a maneuver became crisper, our focus moved to the next item on the PTS. When you feel that drop in your stomach as you slice through the horizon at your 90-degree point in a lazy 8, you know you will nail it. Just when I thought I was getting close to the check ride, it came time for the power-off 180-degree spot landings and emergency descents. You just can’t appreciate the quality of a Bonanza until you have been told to simulate an engine fire, get down, and land on the touchdown zone bars as quickly as possible. With a gear and flap extension speed of 154 knots, it doesn’t take long to spiral down from 4,500 feet to the 240-foot airport elevation below. It was easy to achieve 2,400 feet per minute at 125 knots, even more if I pitched down for the full 154 KIAS emergency descent.

The sturdiness of a Bonanza was readily apparent when I knew I could push that rate of descent. While staring down at the rapidly rising field below, I used that last turn to final to adjust my altitude and airspeed. Arrive over the numbers too fast and the aircraft will float past the desired spot. Too low and too slow means failure of the maneuver. Go around and try it again.

As I missed several of these landings, my frustration grew. I finally attached my GoPro video camera above my vent window to capture my flight instruments, airspeed, and altitude, with the runway and horizon in full view. It was amazing how much I learned by studying videos from the comfort of my armchair at home. I made great strides once I could see on video my mistakes and successes. I highly recommend this process for anyone wanting to improve their piloting skills.

I could see the check ride on the horizon. Connor and I huddled several times to review the oral exam information. Having passed the written several months prior, I was well-prepared. Then, after a practice check ride, I knew I was ready.

My day arrived! I wanted to impress Rick D’Angelo, my Designated Pilot Examiner, by arriving early; however, he was already there waiting. So much for my few extra minutes to cram a bit more into my already saturated brain. After the usual niceties, we started our oral exam with a conversational style, relaxing yet effective. We went from agonic lines to Airmet Zulu and everything in between.

With the oral over, I performed a thorough preflight under his watchful eye. I wanted to impress Rick that I listened to him on my instrument check ride, so I threw in a tip he told me then, hoping to make a good impression. “Ah, you remembered!” he said.

There were no surprises on our flight east of the airport where Connor and I had practiced using the same ground references. We went through each maneuver one by one just as I had been taught. Rick was thorough and at times distracting, just as he is supposed to be. I am proud to say each maneuver went well enough, but I was always wishing I performed even better.

As we taxied in the same thoughts went through my mind as last year. First, did I pass; and second, I could sure learn a lot from Rick. I didn’t ask if I had passed. I felt like I did, but I could wait until we shut down and secured the airplane to find out. As we deplaned he said, “I will see you inside.” Great. As I gathered my headset and flight bag, I again made that walk into the flight training entrance on another hot, muggy, summer morning. Entering, Connor extended his hand and congratulated me. No tears this time, just a great feeling of accomplishment. An Instrument rating and a Commercial Certificate in 361 days! Now what?

As I wrote this article, my goal was to convey how much fun I had and how important it is for us all to continue to train. I am lucky to have taken my first flight in a Bonanza and 50 years later, it was a Bonanza I chose to call my own.
Grand Flight and Sick Engine Part 2: 

The Rest of the Story

By George Brown

In last month’s “Baron Pilot: Grand Flight and Sick Engine” I chronicled a delightful flight that extolled the virtues of a Baron, specifically our B55. But all was not plaudits and accolades as the following paragraph from last month’s article attests:

About 40 miles from home base, the right engine interrupted what was to that point a grand flight—it lost power. During the ensuing analysis of the situation, which included the appropriate checklist, I elected to keep the engine running at whatever power it was capable of delivering smoothly, which wasn’t much.

During the in-house review of the article prior to its entering graphic design, my fellow members of the ABS Technical Review Committee wanted to know what the engine did at the onset of the situation, my in-flight analysis and ensuing actions, and the cause. One of the members reasoned that we pilots are by nature curious about the details of a situation such as the one I experienced. I heartedly agreed, so here’s the rest of the story.
Onset

I confess I had a target fixation on the blazing multihued post-sunset sky on the evening of the flight, and had not scanned the panel over a period of probably several minutes. In those serene moments and with that magnificent view, time seemed to stand still. My headset was in my lap so I could turn my head to look out of every quadrant of the cabin. Otto the autopilot was doing an excellent job of holding heading and altitude, Gray Approach was quiet on the cabin speaker, and my scanning the sky for its glorious panorama gave me a peripheral sense of not only well-being but also the Baron’s attitude.

The initial sign that all was not well was a stumble, a momentary slight shudder of the airplane—then another and another. A change in the sound of the engines occurred simultaneously with the onset of random, inconsistent stumbling—ostensibly misfiring. And certainly not the least of the signs was a yaw to the right, not a significant one but a yaw nonetheless.

Analysis

My attention immediately shifted to the panel as I gripped the yoke already held loosely in my left hand. Simultaneously I pressed the yoke’s large red button to disengage the autopilot and yaw damper. Concurrently I pushed in some left rudder to counteract the then-minor asymmetrical thrust, focused on the essential fly the airplane.

One of the instruments I quickly adapted to after acquiring our Baron is the Insight 1200 Graphic Engine Monitor.

Did You Know?

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(GEM), adjacent to the manifold pressure instrument (Photo 1). A quick look at the GEM confirmed what my right leg was already telling me: The right engine had a problem. Best of all, the monitor gave me some insight (pun intended) to at least part of the problem. All six EGT bars on the right side were rising simultaneously and rapidly, while the cylinder head temperatures on the right engine were falling. This is the classic indication of a magneto failure (Photo 2).

Cross-checking the other system instruments to confirm what might be happening, I read the Shadin fuel flow/totalizer displays along with the indications on the oil pressure and temperature gauges. The fuel flow was normal for the throttle and mixture settings, and the oil gauges all reported normal readings. And yes, I even confirmed that both alternators were still on line with balanced loads, and the remaining fuel quantity indications were as I expected. Basically, all the instruments in concert told me I had an upper cylinder problem—ignition, mixture, or possibly both.

**Actions**

To reduce the right engine’s irregular shaking caused by what I surmised (translation: hoped) to be misfires of the single operating spark plug in one or more cylinders, I initially tried different mixture settings while watching the engine monitor for possible indications of a specific cylinder not firing. This had no effect and created no change in the indications. It was time for a power reduction.

While reducing the right-side throttle I was hopeful that the misfiring would subside at a lower manifold pressure. But I was fully prepared for an engine shutdown if the problem persisted. At 13 inches of manifold pressure the engine ran smoothly and seemed to be carrying its own weight. The right-side EGT readouts were higher than normal with only one mag operating, but they were at a reasonable level with a mixture that yielded the best available power.

Did I switch between magnetos to determine which one had failed? Not during flight, with what appeared to be a completely inoperable mag! At that point knowing which magneto was inoperable was immaterial. The engine was running smoothly at significantly reduced power, so pursuing the problem any further would wait until we were on the ground.

Upon our joint review of the emergency procedures in the B55 Pilots Operating Handbook, Kathryn and I determined there was nothing in print for dealing with this situation. However, the Insight “Pilot’s Guide” confirmed my analysis of the display on the engine monitor and also my rationale for not doing an in-flight mag check.

On the ground and in front of our hangar with the right engine running at idle, I turned the right engine’s magneto switch from “Both” to “Left.” The engine immediately quit.

Seven-tango-golf now has two freshly overhauled magnetos on its right engine. The post-annual check flight and several subsequent flights proved that we have a smooth running, quick starting right engine again.
An inoperable left magneto was obviously the major contributing cause of the engine problem. This triggered an early start to this year’s annual airworthiness inspection. A check of the P-lead from the magneto switch and into the mag verified the circuit was not the source of the problem. So the left mag came off the engine for overhaul. As a side note, according to the engine log the mag had just over 350 hours’ Time-in-Service since overhaul.

Regarding the random misfires following failure of the left mag, the right one was due for its 500-hour inspection during this year’s annual so it was highly suspect. But up to the failure of the left mag, all preflight magneto checks were within the checklist specifications and without misfires—none were detected during flight either. During the ensuing annual inspection, close scrutiny of the upper cylinders in addition to the ignition and fuel distribution components revealed zero defects. As a result, the right magneto joined the left one destined for overhaul.

Epilogue

Seven-tango-golf now has two freshly overhauled magnetos on its right engine. The post-annual check flight (see “BPPP: Post-Maintenance Acceptance Flight,” September 2016) and several subsequent flights proved that we have a smooth running, quick starting right engine again.

Had Kathryn and I been in a single-engine aircraft such as our Cessna Hawk XP and a similar engine problem occurred during late twilight or at night, the outcome for us would likely have been a lot different.

Yes, our Baron’s handling, speed, comfort, and appearance are all very strong attributes that we regularly enjoy to the fullest. However, our prime rationale for bearing the expense of maintaining and flying the Baron was, at acquisition and still is today, the redundancy that fully paid for itself on that flight. 
Liability protection for aircraft owners has always been a concern. In the very early days of general aviation, most aircraft owners carried liability insurance to be a good citizen and be able to cover any damages that owning and operating their aircraft might cause. In today’s world, it’s a combination of wanting to be a responsible person and trying to protect one’s net worth against our litigious society that motivates the insurance buyer.

Over the years the insurance industry has evolved. Markets have come and gone; technology has changed the way we do business. One of the most important changes is the philosophy of insurance carriers regarding higher limits of liability for owner-flown aircraft (especially piston aircraft).

The (Unintended) Side Effect of GARA

The General Aviation Revitalization Act of 1994 (GARA) went a long way to help out the general aviation industry. It gave aircraft manufacturers some protection from the seemingly endless product liability lawsuits they were facing. It addressed the problem in part by limiting an aircraft manufacturer’s liability to only 18 years after the aircraft was produced—airplane builders are usually exempt from product liability for airplanes produced before 1998 (at the time of this writing). While this legislation was hailed by many as a move to save the domestic aircraft manufacturing sector, it created some unexpected problems for others in the aviation industry.

After GARA went into effect, the deep pockets of the manufacturer could no longer be counted on for large settlements if the aircraft involved was manufactured before the statute of repose (18 years). As a result, lawyers began to focus more on aircraft owners and facilities that repair and maintain aircraft. While the accident rate for general aviation has improved over the past few years, airplane owners and their insurance policy limits are more exposed than ever. Thus, offering higher limits of coverage have become a problem for companies that insure aircraft owners.

Insurers’ Exposure

Most carriers have decided against providing higher liability limits for piston-powered aircraft. In the past there were companies who would offer $5 million or even $10 million coverage per occurrence. But now $1 million or sometimes $2 million is usually the maximum offered for piston aircraft. This can present a real dilemma for individuals or corporations who want more protection.

In addition to GARA, there are several other reasons insurance companies choose to limit liability coverage for owner-flown aircraft. Many underwriters feel they cannot collect enough premiums from the participating aviation market to pay for the very large losses when they occur. Others simply do not want to jeopardize their underwriting results (insurance ratings) and/or reinsurance placements by risking a couple of multimillion-dollar losses. Yet others feel that by providing large limits of liability on a policy, they will be a bigger target for lawsuits and could end up paying more for claims than if the same policies were written to lower limits.

The result is that the most common liability limit offered in today's aviation insurance market is $1 million total subject to a $100,000 sublimit for each passenger. Although this limit can be purchased for a relatively small premium, we urge you to carefully consider whether this is enough coverage in your particular case. It is fairly easy to understand why underwriters want to encourage consumers to purchase these low limits. If the carriers can limit the claim payments on passengers to $100,000, they can contain their losses and reduce their legal expense in defending a liability claim against you. However, if you are a high net worth individual or have a successful business, it probably is not the best limit for you. In most cases $1 million “smooth” (without the sublimit) is available for a reasonable premium for those who want more protection. Some carriers will offer $2 million without a sublimit.
for experienced pilots who are willing to do some regular training. But, for some, even $2 million is not enough protection.

The Solution

Falcon Insurance has worked hard over the years to help our customers obtain the limits of liability they need. We were instrumental in creating Menger Underwriting Services, which uses Allianz Global Risks as an issuing carrier. Menger can provide aviation excess liability limits to ABS members who qualify and desire to carry limits in excess of $1 million. The premium for this second “umbrella” policy is reasonably priced for the exposure and pays after the basic policy’s liability policy limits are paid.

If your situation warrants considering higher liability limits or if you just want the peace of mind that more protection brings, contact your Falcon ABS representative and ask about the limits that might be available to you in your situation. We offer a no-obligation quote so you can make an informed decision that works best for you.

Falcon Insurance Agency president Barry Dowlen has been with Falcon for 23 years. With over 30 years’ experience in aviation insurance as both an underwriter and an agent, Barry is a private pilot and holds a Bachelor’s Degree in aerospace administration. He is a member of the Agents Advisory Board for several insurance companies.
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Previous solutions included a cell phone version of “The Clapper” (remember those from the ’70s?) that used the ringtone of a cell phone to turn on or off a 120-volt outlet. One of the many problems with that device, as my fellow airport buddies will attest, is that you are never sure what state the switch is in if a wrong number or telemarketer called that phone and toggled your setting, or if random noises triggered the switch (possibly leaving it in the on position for weeks unbeknownst to you).

Well, a reliable and affordable solution has finally arrived: SwitchBox (www.SwitchBoxControl.com). I recently acquired, tested, and now use it in my unheated hangar. For a purchase price of $299 and about $3/month for a T-Mobile SIM card, your problems are pretty much over in this area. The unit allows you to individually control two switches with a total of 15 amps (1,800 Watts). The magic of this device is a specialized cell phone/computer chip inside the SwitchBox that communicates to the outside world via text messages as well as conventional phone calls. Using their free app (iPhone, Android, or Web), you can instruct the box to turn on or turn off either switch or both.

Remotely Preheat: On and Off

By Henry Fiorentini

The overwhelming tribal wisdom says that if you have a built-in Reiff or Tanis preheater, you should turn it on the night before your flight and not leave it running 24/7. This then begs the question of how to turn it on the night before a flight without driving to and from the airport, and possibly making an unnecessary trip the next morning if you have to scrub your flight?

Previous solutions included a cell phone version of “The Clapper” (remember those from the ’70s?) that used the ringtone of a cell phone to turn on or off a 120-volt outlet. One of the many problems with that device, as my fellow airport buddies will attest, is that you are never sure what state the switch is in if a wrong number or telemarketer called that phone and toggled your setting, or if random noises triggered the switch (possibly leaving it in the on position for weeks unbeknownst to you).

Well, a reliable and affordable solution has finally arrived: SwitchBox (www.SwitchBoxControl.com). I recently acquired, tested, and now use it in my unheated hangar. For a purchase price of $299 and about $3/month for a T-Mobile SIM card, your problems are pretty much over in this area. The unit allows you to individually control two switches with a total of 15 amps (1,800 Watts). The magic of this device is a specialized cell phone/computer chip inside the SwitchBox that communicates to the outside world via text messages as well as conventional phone calls. Using their free app (iPhone, Android, or Web), you can instruct the box to turn on or turn off either switch or both.

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switches. There are slight differences between the phone call and text message methods.

Using phone activation does not use up any of your text message credits, and it has an auto-off timer that tells it how long to leave the switch on, for up to 18 hours. A “White List” allows the switch to ignore calls from any phones but yours, which eliminates the inadvertent activation calls from wrong numbers and telemarketers. Using text messages is a bit more sophisticated as the switch also replies with a confirmation, but the auto-off timer function is not available if you use the text message activation. Also, T-Mobile text messages are 10 cents apiece, but 30 are included with your $3/month minimum fee.

After setting up the labels (e.g., Hangar 50-9 and Engine Heater instead of Switch 1), the complexity is mostly dealing with T-Mobile and keeping straight its website for the SIM card’s (cell phone) activation and maintenance, and the initial setup of the website/app for the control of the SwitchBox(es) using the SIM cards. Each SIM card gets a unique user/password from T-Mobile, and also a separate user/password to control the SwitchBox from within the app—since lucky pilots with multiple planes and hangars will need to manage more than one SwitchBox from within the SwitchBox Control system.

Cost is pretty straightforward. T-Mobile offers its Pay As You Go Plan that allows you to pay $10 (plus taxes) for up to 90 days of service, at $3/month, with 30 text messages per month. The phone call method of activation carries no incremental charges. The text message activation uses two text messages (one incoming and one confirmation reply). The Synchronize/Status-Update button (not shown) displays signal strength and the actual current status of each switch, but this consumes four text messages.

T-Mobile will let you slide for 90 days without any activation before cancelling your SIM card, so I skipped the summer months and paid just $30/year for all this functionality. You risk deactivation if you don’t replenish your account before the 91st day. Personally, I signed up for their auto-pay every month and spend $40/year because if I do miss the 90-day grace period, I will hate the hassle and expense of getting, installing, and configuring a new SIM card and setting up a whole new T-Mobile account. If your hangar is in one of the few places that does not get good T-Mobile reception, you can also install an AT&T SIM card, although AT&T text messages are 20 cents apiece instead of 10 cents and with slightly different pricing plans.
Marge Gorman:
The First Female Board Member of ABS (and so much more!)

By Art Pickens

I met Marge Gorman in the summer of 1950. I was a newlywed and had taken a job in Mansfield, Ohio. Marge and her husband Jim lived on the apartment floor beneath mine. They were a newly married couple also. My “dropping one shoe” on the floor one day was the beginning of developing a bond, as they were always waiting “for the second shoe to fall.” This became an ongoing source of fun between the two couples. As we went through life, our conversations would always

Marge passed away in June 2015 at the age of 90. She is survived by her husband Jim Gorman and two children, Gayle Green (General Rich Green) and Jeff Gorman (Shellie). Also surviving are her grandchildren Elyse, Curtis, and Stew Freeman; and Kelsey and Ryan Gorman.

Marge had many accomplishments in the aviation world including several
Atlantic crossings. She also made many transcontinental flights with the Ninety-Nines. The Ninety-Nines are an all-female flying organization. Marge and Jim were known as a flying couple. While Marge served three years on the ABS Board of Directors in the late 1970s, Jim has been on the boards of the EAA Foundation and the Staggerwing Museum. Jim says their most
memorable flight was to California, where they purchased a Beech Staggerwing. They flew it back to Mansfield and fully restored it.

Marge had the distinction of being the first woman director of the American Bonanza Society. She was Whirly Girl #93, one of the first 100 women in the world rated to fly helicopters. She and her daughter Gayle are the only mother/daughter pair who hold aircraft, glider, helicopter, and instrument pilot certificates and ratings. Gayle was Marge’s first passenger in a rotorcraft, and Marge was Gayle’s first passenger when she became rated as Whirly Girl #293.

Marge was recently inducted into the National Forest of Friendship along with such greats as Amelia Earhart, Charles Lindbergh, The Wright Brothers, Sally Ride, Eileen Collins, and Chuck Yeager. With Jim as pilot, Gayle and Rich Green flew to the ceremony in Marge’s beloved 1976 V35B, N19SL.

Marge Gorman was very active in aviation circles in her home town of Mansfield, Ohio. She will be sorely missed in the aviation world and, most importantly, by her family.
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Flying a Turbo Aztec around the country with family and friends for 12 years was awesome. However, like all pilots, I was always looking beyond. I frequently read about all types of airplanes for sale and had the urge to upgrade. Any upgrade had to include flying with modern technology. I was not introduced to aviation as part of the "children of magenta;" I began flying in 1977, in the days before GPS. Yes, I actually had to fly around the country with the aid of needles on a VOR. Does anybody else remember those days?

I also wanted to increase my speed. So the search was on for a step up in modernization, speed, and comfort. Eventually we decided on the G58 Baron. The requirement was 2007 model or newer, because that’s the year Beech began producing Barons with the Garmin G1000. Yes, I was going to the magenta side of aviation, after over 30 years of round dials and needles.

There were only a handful of G58 Barons for sale. All of them were quite pricey and, to my surprise, the ability to negotiate was minimal. Owners of these planes are loyal to the model and most often not desperate to sell. Our search led us to Europe, specifically Gloucester, England, where we found N241WB: a 2009 model with synthetic vision added to the G1000. Since the aircraft was U.S. registered, we avoided some hassles. The question now was how to get it home to KTMB, Miami Executive Airport in Miami, Florida.

Insurance required me to log 25 hours of dual instruction in make and model before coverage while solo. So the plan was that I would fly to London, and the broker (young pilot extraordinaire Garett Gerde) would do the transatlantic flight home with me. Garett had previous transatlantic experience and did all the preflight planning and acquired the survival gear. He also had significant experience and training in many of the Beechcraft planes including the G58 Baron. Our insurance company required that he disclose his experience before we could get special coverage for this flight.

This is where my experience began. My airplane partner, Rod Sintow, having millions of AAdvantage miles on American Airlines, treated me with a first class ticket to London. Once in London I was on a train to Farnborough, where our G58 Baron was undergoing a prepurchase inspection. N241WB only had 400 hours of time-in-service since new so it passed with flying colors. I was ready for my first flight. Never having even been in a plane with a glass cockpit, I was totally out of my comfort zone. In addition to my 12 years of flying a 1979 Aztec F, I had many more years flying other older model twins including the Geronimo, which is a converted Apache originally built in 1959.
I climbed in the left seat with Garett in the right to fly to Gloucester to meet the seller and consummate our deal. Meeting the seller was great. He was a real Beechcraft enthusiast who already has his factory-new Baron in his hangar beside N241WB. The flight to Gloucester entailed me simply doing what Garett told me to do. The speed and power, about 40 knots faster and 100 more horsepower than I was accustomed to, was quite extraordinary and exhilarating.

After the paperwork was done and the funds were wire transferred, the plane was officially ours. Garett and I were now ready to begin the transatlantic journey aboard our Baron, N241WB. We met at the airplane early the next morning and made sure it was full with fuel (194 gallons useable) and 11 quarts per side of oil. We were ready to go. Our first destination was Wick, Scotland. The flight took four hours. I was totally unfamiliar with where we were going and more unfamiliar with the aircraft. Fortunately I had my mentor Garett to guide me. It was an amazing feeling and a certain unfamiliar discomfort. But I had a certain confidence in this new machine. I was so accustomed with flying vintage aircraft. The Aztec was 35 years old, like a worn in, comfortable pair of sneakers. Was this new highly technological Baron going to fit with the same comfort of my old Aztec?

After about four hours of mostly being on the autopilot, using the Nav button on the Garmin 1000's integrated GFC700 autopilot and watching the Baron fly one leg to the next, a reasonable level of comfort began to set in. The reality is, on these long journeys you learn a lot less about your airplane than you might believe—it is travel, not transition training. Nevertheless, with Garett’s help I landed in Wick. Wick was colder than I expected for September. Since every stop was a new country, we had to clear customs. After filling up with expensive fuel we were off to Keflavik, Iceland. After another four hours of autopilot and the Nav button, the Garmin G1000 autopilot successfully found Iceland, where we stayed the night. Early the next morning, I led young Garett on a 5K scenic run to the water near some huge rocks along a pathway overlooking a very cold ocean.

It was time to get ready for another day of flying – no time to waste on our journey to Miami. We fired up the Continental IO-550Cs, normally aspirated, fuel injected, direct drive, air cooled, horizontally opposed, six-cylinder, 300 HP engines. The engines started without any hesitation. They liked the cold, crisp air. Now we were off to Soderstrum, Greenland, a huge island home to a former United States Air Force base. There’s not much on Greenland. The views were spectacular. The glaciers and simply the vast amount of territory with no signs of mankind were amazing and thought-provoking. As a pilot in an unfamiliar plane I had to think: What happens if we lose an engine now? How long would it take to get help? Could we get help at all? Would anyone know we went down? Could we survive a landing on the glaciers? Where would we go afterward? In the Baron’s cabin, with the constant hum of the engines, these and other thoughts can be dominating. Finally I asked these and other questions to my mentor and flying partner. Garett’s reply was simply: “Well, we will get to know each other very well.” That was not very comforting, but it was entertaining at the time.

Over Greenland, and for most of the flight, we flew at 10,000 feet. We did not have supplemental oxygen, nor is it required, but you do experience mild hypoxia at 10,000 feet, especially if flying at that height for long periods of time.
The snow began to form ice on the leading edge of the wings. Being a Florida pilot, I had never experienced icing.

Thankfully, the engines continued to hum smoothly throughout our journey. We flew at about 2500 RPMs and at 10,000 feet; we had about 22 inches of manifold pressure at full throttle. Using the Lean Assist mode on the Garmin G1000 we were able to lean to about 14-15 gallons per hour per side. Our ground speed was around 200 knots, but of course that varied with the winds.

During overwater flights, a point of no return must be calculated. Well before that point and if significant headwinds are encountered and ground speeds are reduced, calculations need to be revisited and the decision made whether to turn back and return to where you started due to range limitations. We were fortunate to not encounter any headwinds that would have prohibited completion of each leg of our journey.

After a quick stop in Greenland, clearing customs and once again taking on very expensive fuel, we were off to Goose Bay, Labrador, in Canada. On this leg we had the opportunity to experience icing. I said to Garrett, “I think it’s raining.” He alerted me to the fact it was actually snow. The snow began to form ice on the leading edge of the wings. Being a Florida pilot, I had never experienced icing. The Baron is equipped to fly into known icing conditions. As often in aviation, this occurred at a most inopportune time. It was getting dark. Known ice airplanes are equipped with an ice light that illuminates the wing on the pilot’s side. The plan was after we saw some ice develop we would cycle the deicing boots. I am most pleased to be able to tell you the deicing boots put on by Beechcraft worked great.

The landing at Goose Bay was a real experience. The weather was getting bad, with lots of rain and very cold conditions. There were very few people at Goose Bay. It has some military planes and a military presence. The controller announced a temperature inversion and gusting winds from all directions. Garrett gave me the choice to make the landing. Having only about 12 hours in our new plane, I put my ego aside and asked him to make the landing, which he gladly did. I recall that last couple of miles on final approach finally being able to see the field through the rain and clouds and getting bounced all over the place before short final. Despite the wind, the rain, and the temperature inversion, Garrett greased the Baron down on the runway that was probably 10,000 feet long.

It was getting late and we were tired, but the Baron was ready to go. So it was the same procedure: clear customs, buy expensive gas, and head on to our next destination. The USA. Bangor, Maine, and lobster rolls were waiting. The flight to Bangor was uneventful but dark. Not exactly the best place to be flying at night, but we had the steady hum of both engines for another four hours.

Arriving at Bangor around midnight, Garrett asked me if I was ready to continue to Miami. But he was kidding. It was time to rest after about 12 hours of flying. We found a late-night lobster roll and called it a night.

The next day we had the chore of converting our avionics software to USA data. We found a local avionics shop to help us and after several hours we were ready to fly the East Coast. After two days of flying over mostly water or desolate territory, now we were actually flying over populated areas with airports everywhere below us. Still, since none of this was formal training, I was not in my comfort zone with this amazing G58 Baron. We made it to North Carolina and filled up with gas at a self-serve in Lumberton (KLBT). We quickly got airborne again, now on our final leg to Miami Executive Airport. About four hours later we landed safely at KTMB, finally home after about 27 flight hours.

A month later I flew to Wichita, Kansas, the birthplace of G58 Baron N241WB to get formal flight training. Almost two years have passed and the Baron continues to serve us well. Safe trips have been made to Wisconsin, North Carolina, many islands in the Bahamas, and more.

Flying our Baron has enabled us to experience many adventures. My maiden flight home over the North Atlantic will always be an adventure to be remembered. Special thanks to Garrett Gerde for his help on the voyage.

I dedicate the article to Paul Gretchel, our mentor and flight instructor, and Robert Wayne our lawyer. Paul was a lifelong Beechcraft enthusiast and BPPP instructor, and recently passed away. He provided Rod and me the 25 hours of training required before solo, and flew with me to FlightSafety in Wichita. Robert was our lawyer, also an ABS member and Bonanza enthusiast, and dealt with all the international issues of acquisition, doing a great job.
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To: ABS Members – I recommend Tucson Aeroservice Center, Marana Regional Airport in Marana, Arizona (KAVQ), as an excellent maintenance facility. On short notice the personnel repaired my Bonanza, N2092W, replacing the starter adapter. This allowed me to continue my trip on schedule. The several technicians are experienced in Beechcraft service, and Ron Anders and Troy are efficient in completing work in an expert and timely manner. Tucson Aeroservice Center is at 520-682-2999 and www.tucsonaero.com. —Ron Siwik

I will not be upgrading my instructor profile for the new ABS website as I have decided to retire my certificate due to my wife’s illness. It has been great fun instructing for BPPP since its inception. After 62 years of instructing, I think it’s about time I hung it up. Best of luck to all of you with ABS.

Warmly, Al Banen

Thank you very much, Al, for your many years of service to the members of ABS and your devotion to flight instruction. Best wishes to you and your wife. —TT

It has been great fun instructing for BPPP since its inception. After 62 years, I think it’s about time I hung it up.
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Fuel System Problems

By Dick Pedersen

I was replacing a fuel bladder on an A36 recently and discovered this damaged finger strainer when I removed it. The finger strainer screen is bent; it broke loose from the brass sleeve with a ball of fuzz caught on the strainer mesh. If the fuzz had come loose from the strainer mesh, it could have easily flowed downstream and got caught in the fuel selector assembly and possibly restrict fuel flow to the engine. The strainer screen did not get bent when I was removing the bladder, as I remove the finger strainer assembly before I fold up the bladder inside the wing to remove it from the leading edge. It was most likely damaged during installation as this bladder had been removed several times for repairs by other shops.

These finger strainers most likely never get inspected other than during bladder removal due to their location inside the bladder. I have found some strainers that have been bent or have contamination caught in the coarse mesh screen. I even found one where the screen was missing from the rest of the finger strainer assembly. It is possible to inspect the finger strainer without removing it from the bladder, but you would have to have a really good reason to do so. It would require grounding the plane to a good ground point and defueling the bladder. Then you would have to remove the inboard inspection panel on the top of the wing leading edge and the round plate that bolts to the top of the bladder, along with the support tray that is under the inspection panel. By reaching into the round hole on the top of the bladder you can unzip the zipper on the baffled area and physically feel the finger strainer mesh to check if it is bent or damaged or shine a bright light beam into the baffled area and visually check the strainer assembly.

This finger strainer is the first of several fuel screens from the tanks in the Bonanza fuel system. Being first in line, it is also the coarsest of the screens in the system. The screens get finer as fuel flows toward the engine. The next screen is at the bottom of the fuel selector assembly, which you should be sumping during your preflights. The third screen is even finer, located in the throttle body on the injected engines or in the pressure carburetor on the E-series engines. The final, very fine screen is located inside the metering valve on top of the fuel injected engines. At one point in the past there was an aftermarket final filter that mounted in the fuel injection lines between the metering valve and the fuel nozzles at the cylinders, but I haven’t seen any of those in a long time on the Bonanzas that come into my shop.

For some reason, there is fuzz that gets into the fuel systems on aircraft. I’m not sure if it comes from cleaning rag particles caught around the fuel caps that drop into the fuel tanks when you remove the caps, or if it is from the fuel filters in the hoses and fuel pumps we dispense fuel from at the airports. I have found this type of
fuzz in all but the final screen in Bonanzas that I have inspected. Two aircraft I know actually had partial power losses caused by restrictions in these screens. One was a 1946 7AC Champ in which the engine lost almost all power right after takeoff. Upon removal of the fuel screen at the carburetor we discovered the screen itself was clean but there was a 90-degree fitting in the fuel system right before the screen that had a ball of fuzz about the size of an aspirin trapped inside. Some fuel would get through it so the engine would run at all but full power.

The other plane was a G35 Bonanza with an E225 engine. In my shop for the first annual I’d done on it, I found the final screen at the carburetor to be about 70 percent restricted with rubber particles and fuzz. The owner had been using auto fuel many years previously, and the toluene, benzene, and other harsh chemicals in auto gas had caused the inside of the fuel system rubber hoses to become very stiff and brittle. Rubber particles were breaking off from the inside of the hoses and had migrated downstream into the final screen. The hoses were so stiff and brittle that they snapped in two when I removed them. The owner called me after he flew the plane home and was wondering what I did to his plane during the annual as it was now 10 knots faster and had a much better climb rate. I guess that’s what happens when all the horses up front get the fuel they are supposed to get.
**Tech Tips**

Tech Tips are answers to questions about a specific airplane, system or operation presented by an ABS member, and are the opinion of the Technical Advisor. Answers are the best information available based on indications presented by the ABS member asking the question. Actual inspection of the aircraft or system in question may change an initial Tech Tips opinion. Aircraft owners, pilots and readers are advised to physically present airplanes and indications to a qualified mechanic before choosing a course of action.

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**Autopilot kicks off**

*Barry Cronic, Canon, Georgia*

**Q:** My KFC150 autopilot kicks off during flight. I pull and reset the circuit breaker to get it to come back up. We rebuilt the servos but still have problems. It will run for several hours sometimes and a few minutes other times. Any ideas? Can you suggest a shop?

**A:** I have seen a number of autopilot failures where the wiring in the connector was the fault after the autopilot hardware had been sent out and repaired. Auto Pilot Central in Tulsa, Oklahoma (918-863-6418) and Mid-Continent Instruments and Avionics in Wichita, Kansas (800-821-1212) are both good King KFC150 autopilot shops.—LE

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**External power connector**

*Ken Deeble, Proctor, Montana*

**Q:** It appears my S35’s external power connector is malfunctioning. When external power is connected nothing happens. I was told that there should be a clicking sound from a relay when power is connected, but there is none. Is this repairable or must it be replaced?

**A:** Make sure that the plug is going in all the way. There is a small pin that must provide a ground for the relay to close. Verify that when you have the external power plugged in you have voltage at the relay. When the small pin grounds the relay, it should close and supply power. If the relay itself is inoperative, it will require replacement.—BR

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**Alternator intermittently charges**

*Gerald Bakken, Olds, Alberta*

**Q:** My G33 Bonanza’s Kelly Aerospace ALX 8523 alternator intermittently charges after takeoff. Approximately two minutes after engine start it will start charging and then quit. Left on, 10 minutes later it will start and then quit, then it will stay on and charge. The pattern reoccurs if the alternator is switched off, then back on. I have 300 hours on an IO-470N reman and rebuilt alternator.

**A:** I assume your alternator problem is something that has just started happening and was not an issue with the rebuild. I would start troubleshooting by connecting a wire between the field terminal on the alternator and a volt meter in the cockpit. Run the engine and watch the volt meter and aircraft ammeter. If the alternator operates as you have described - charging, quitting, charging again, and so on - and the volt meter shows a voltage, then the problem is not in the regulator.

The voltage reading may vary, near battery voltage just after start and tapering off slightly, then going to near battery voltage when the alternator goes off line, and coming back down slightly when the alternator is charging again. If that’s what you see, then the regulator is not the problem and the alternator needs to be repaired.

If the volt meter shows power only when the alternator is charging the battery, then connect the volt meter to the field output at the regulator and run the test again. If the meter shows voltage as in the first scenario above, then again the regulator is good and you need to check/replace the field wire.
If you still see the field voltage going to zero when the alternator goes off line, then reconnect the meter to the regulator's power input and retest. If the voltage reading there is constant (near battery voltage), the regulator is bad.

The wire terminals you would connect to on the regulator are labeled “F” for the field wire and “S” for the power feed.

If none of this works, check the wiring between the alternator switch and regulator, the wiring between the main buss and the alternator switch, the wiring between the alternator switch and the 10 amp circuit breaker, and finally check the circuit breaker itself. I have had circuit breakers go intermittent in situations like this.—LE

Teaching in the A36
Jeff Macuire, North Sydney, New South Wales

Q: I want to get additional information on the ABS Flight Instructor Academy. I am an Australian Grade 3 flight instructor and part owner of an A36. We have many members coming and going from our syndicate, and I am looking for a structured process that I can use to help them become competent in the aircraft.

A: Information about the online ABS Flight Instructor Academy, which is free to ABS members, is at www.bonanza.org under the INSTRUCTOR TRAINING menu selection. The ABS Flight Instructor Academy page includes a description of the 19 modules in the Academy program.

For your members’ own training, please invite them to become members of ABS and take advantage of the free Beechcraft Pilot Proficiency Program (BPPP) online. The Beechcraft Systems, Procedures, and Techniques Course (“BPPP Initial”) provides type- and model-specific instruction you may then augment with the flight instruction you provide in the A36.

Please let me know if I can help you further. —TT

iPad buzz
John Sandvig, Seattle, Washington

Q: I get only about three hours of iPad battery life when operating Foreflight Mobile in flight, so on longer flights I need to recharge. When I plug the iPad 2 charger into a USB charging adapter in the power receptacle (i.e., cigarette lighter) on the panel, the iPad charges for a few minutes but soon sets off a loud buzz in the comm radios. I can see the “RX” symbol light up on the Garmin 530W frequency display indicating the radio thinks it is receiving a legitimate signal. When I unplug the iPad charger the buzz instantly ceases. When I again plug in the iPad charger, it charges for a couple minutes then the same problem behavior recurs.

My airplane partner charges his iPad Mini in flight with no problems. Is this a known problem with iPad 2 in-flight charging and if so can you recommend a remedy?
A: I have heard of several cigarette lighter power adapters putting off a lot (and I mean a lot) of RF (radio frequency) noise. The higher the charge rate, the more noise. A couple things to check:

If your airplane has a 28-volt electrical system, make sure your charger can be used for multi-voltage (usually 9-30 volts).

Make sure you’re using the best quality (usually most expensive) charger available. You can literally hear the RF buzz emanating from the cheap dollar store ones.

Make sure you’re using a charger that charges your device at the proper rate. The iPad 2 is a 2-amp charge. If it’s trying to use a 1 or 3 amp charger, noise will occur.—CB

Borescope interpretation
Bart Waclawik, Carmel, Indiana

Q: I’ve sent you some borescope photos I took from my #2 and #5 cylinders. I am concerned with them and wanted your advice on how to proceed. These are Millennium cylinders 100 hours SMOH.

1. #2 cylinder (Photo 1): I was experiencing high CHTs in climb (approaching 440°F) so I decided to borescope it to assess any damage. My areas of concern are the exhaust valve appearance, vertical scoring, and white ash appearance of the combustion chamber. Compression was 68/80.

2. #5 cylinder (Photo 2): It did not experience high CHTs but I am concerned with the exhaust valve appearance, and more importantly, something that looks like a vertical crack at the top of the barrel. Also, I’m concerned with the areas where the crosshatch is gone. Compression was 74/80.

My IO-520BB engine is under warranty through Signature Engines so I need to know whether I need to file this as warranty. My engine was overhauled and installed by them. Everything seemed normal except fuel flow was set too low (23.2 GPH maximum at 800 foot MSL field elevation). EGTs were consequently high at takeoff and unfortunately I just learned this last month when I installed EGT monitor how high they really were.
A: The exhaust valve heat signature looks okay, the minor scoring on the walls at the top of the cylinder are also okay. I am not too sure about the crack; I have never seen this before. I suggest talking with the engine shop. The fuel flow should be at 25 GPH with full throttle and 2700 RPM. Raising the fuel flow to the correct values in Continental bulletin 97-3G should help with the CHT problems. You might also want to take a look at the baffles and make sure there are no holes or gaps allowing the air to go in the wrong direction.—BR

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Oil leak concern
John Tougas, Huntingtown, Maryland

Q: I have an F33A with an IO-520BA engine. Oil is seeping in flight, streaking onto the windscreen. Post-flight inspection shows oil seeping out of the left side gills and streaking down to the bottom of the fuselage. My oil consumption rate is only about half a quart per three hours. My A&P inspected the engine and couldn’t find any major leaks. He thought perhaps I had overfilled (1 fill to 10 quarts). Another A&P said that’s too much oil and recommended nine quarts maximum. Any thoughts?

A: Oil leaks can be difficult to locate at times. The oil level at 10 quarts is fine as long as you don’t have a lot of blow-by from the cylinders. Some IO-520s will blow down to nine quarts and that’s okay too, as long as you check oil level before every flight (even at fuel stops).

If it’s blow-by, the oil will normally come from the breather tube underneath the engine, not where you are seeing it. What it sounds like to me is either a pushrod housing seal or possibly a valve cover gasket. Wash down the area well and let it dry completely. Then run the engine, shut down and look in. If no leaks appear, fly around the pattern one time and look again. You may have to do this a couple of times to locate a leak.—BR
Floating instrument panel
Ed Loskill, Lubbock, Texas

Q: I just replaced my 1966 V35's Bendix attitude indicator and noted that after it erects, it always displays about two degrees left bank. The indicator has been checked and is good. My avionics technician noted that my floating panel is hanging low on the left side, causing the left bank indication. This affects my autopilot operation, so I need to level the panel. Can you give me some pointers on doing this?

A: The floating panel has two rubber Lord shock mounts, in the left and right lower corners. Replacing them should fix the issue. To confirm you fixed it, put a level across the front seat tracks and level the aircraft with a jack. Once you get it level, take a look at the turn coordinator and see if the slip/skid ball is in the center. This tells you whether the floating panel is level with the airframe. The part number of the Lord mount is 150-pl-14. You will need one for each side at a cost of $65 each.—BR

Adjusting rudder pedals
Allen Coffin, Lorton, Virginia

Q: Is there a graphic or photo available depicting how to adjust the pilot rudder pedals for my 1979 A36?

A: If you look at the rudder pedals you will see vertical shafts (cast parts) that support the pedals. These are marked with arrows in the photo. On the outboard side of each is a spring-loaded aluminum lever. Depress the lever and you may move a pedal to move to one of two positions, forward or aft. Be sure to put both pedals in the same position. Wiggle each pedal slightly to ensure it is in the position detent.

If you have brakes on the copilot's side they work the same way. If there are no brakes you have the choice of the forward and aft positions, as well as the ability to fold the pedals all the way forward against the floor, disengaging rudder control.—TT

Oil pressure drops
Derek Thornton, Richford, Vermont

Q: I have an E-225 equipped G35 with a hydraulic propeller. When I start the engine oil pressure is good, but after I fly 30 minutes the oil pressure drops to the bottom of the green. When I prepare to land I put the propeller control fully forward but I cannot get maximum RPM. If I land and want to take off again I cannot get full RPM either. If I open the engine up and wait 15 minutes, it will again get full RPM.

The oil temperature remains under 200°F and not really hot. CHT control is fine. Do you think that my pressure relief valve is not seating properly?

A: I suggest taking an oil sample right after landing and checking the actual temperature with a candy thermometer to confirm the indicator in the panel is correct. If the indicator is correct, you can adjust the oil pressure up slightly at the relief valve.—BR
Emergency descent
John Winslow, The Woodlands, Texas

Q: VLE (maximum landing gear extended speed) in my 1961 95-55 Baron is 150 mph. The Emergency Descent speed (from the Section III checklist) is 165 mph, which is VLE in an A55 Baron. I use 150 mph in training. I’d like a second opinion on which speed is appropriate.

A: I agree with you that for purposes of training I would remain below 150 mph/130 KIAS for emergency descents in your vintage of Baron. Recall that VLE is an airframe certification limitation and the Emergency Procedures checklists are a non-regulatory factory recommendation as to how you might fly the airplane. I suspect that, since the same Pilot’s Operating Handbook for the 95-55 covers the 95-A55 also, there was a disconnect and the POH’s authors did not note the limitations difference when they wrote the Emergency Descent checklist. To avoid possible gear door damage I suggest you continue as you have and use 150 mph/130 KIAS as a maximum speed during an emergency descent. In an actual emergency you may descend at 165 mph (143 knots).—BR

Fuel gauge not reading correctly
William Schilling, Hilton Head Island, South Carolina

Q: My 1970 V35B’s left fuel gauge is still reading full after an hour of fuel burn. After that point it then slowly begins to drop to proper level. Later it then again reads full. At one point the left gauge on the JPI 930 had a red “X” over it. Then it went away but the tank still was reading full. Not knowing for sure how much fuel was in that tank, I landed. After landing the reading on the left tank went to about five gallons. I think there are two floats in each tank. Could this be an electrical grounding problem? If so, where do I look?
There are indeed two fuel senders in each tank. The inboard is located under the long rectangular leading edge panel near the wing root, and the outboard is under the square panel that houses the filler cap. The wiring should be from the JPI to the inboard sender center post, from the inboard sender base to the outboard center post, and from the outboard base to ground.

At no time should the inboard sender’s base be grounded. It should be isolated fully.

Check the wiring continuity as well as the sender function. Each sender should be removed and checked for continuity. Full down should be near zero ohms, full up should be about 80 ohms for inboard and near 45 ohms for outboard. The JPI really doesn’t care about the value as long as at no point do the senders read OL (out of limit) on your multimeter.

Lastly, check the tank vents and fuel cap O-rings to ensure the bladder is not pulling up into the senders as fuel is depleted from the tank.—BR

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**Dynamic brake**
David Bice, Albuquerque, New Mexico

Q: I’m doing the first annual on a M35 I recently purchased. It seems there is no dynamic braking action for the landing gear transmission. Is this correct for the model? It seemed to coast up or down when the gear motor circuit breaker was pulled. We had to reset the up and down limit switches.

A: There is no dynamic braking action when pulling the circuit breaker. To get the dynamic braking the gear limit switches have to be activated. When swinging the gear on jacks during annual, you must reach in with your fingers or a tool and transfer the up limit switch when the gear is going up, and the down limit switch when the gear is going down, to activate the dynamic brake. By doing this, you are making the gear motor a generator and shorting it out, which is what causes the motor to stop.—LE

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**Downlock cable boots**
Bob Benda, Centennial, Colorado

Q: I conducted a BPPP 58P Baron training flight last month, and when I inspected the gear assembly I noticed that the canvas boot was installed differently than the ones on my Baron. I would like to get your comments on the placement of this boot. I believe it is in the wrong location based on what you and Curtis taught us at the ABS Maintenance Academy. Thanks for any help/guidance you can provide.

A: If your Baron is an early model without downlock cables it will use the same boot as a Bonanza. With downlock cables it is a completely different boot and installation. See my photos.—BR

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**Panel lighting inop**
Lowell Sharkey, Manitou, Kentucky

Q: My 1979 A36’s radio and engine instrument lights are inoperative. The circuit breakers are good and we’ve confirmed power to the rheostat. I need a wiring diagram and the location of the power transistor for this circuit.

A: The wiring diagrams are in the Beechcraft maintenance manuals, which are a must-have for working on the airplane. All of the lighting power transistors are on the lighting board heat sinks under the pilot’s seat, behind the front carry through spar to the left of the gear transmission.—CB

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Correction

In “High Performance Landing Light Alternatives” (“Beech on a Budget,” August 2016) the author described replacements for landing and taxi lights on his Beech Baron and other type-certificated airplanes. His substantiation for installing light bulbs similar to but not aviation approved parts is that these bulbs are not required by Federal Air Regulations. We received several comments from ABS members who remind us that, although landing and taxi lights are not required, if they are installed they must meet the requirements stipulated in the airplane Type Certificate (which, for Beech airplanes, identify specific part numbers for these bulbs) or as otherwise approved under FAA Advisory Circular 23-17C, with states that for taxi and landing lights “all lights that are found to meet the requirements of this section [14 CFR 23] and other directly related airworthiness requirements are acceptable.” It is possible that the expected update of Part 23 airplane certification requirements may change this, but for now only aviation-approved light bulbs may be installed on type-certificated airplanes. I apologize for letting this error get through the review process and into print. – Thomas P. Turner, editor, ABS Magazine
I decided to become an ABS Life Member after attending the ABS Homecoming in Wichita, KS, June 2014. I have flown in the B20sh formation four years in a row, multiple events with the Beech Nutz, a BPPP Clinic and this year’s ABS Homecoming was the icing on the cake. There is no greater group of people than all those that support our Beechcraft. It was simple math, I plan to keep my V35 longer than the annual dues would balance the Life Membership fee. It was easy to commit to the ABS team!

Thomas Stayer, Lt Col, USAF
Beech V35, Minot AFB, ND
Ron Randel, of Greeley, Colorado, has been awarded the FAA Wright Brothers Master Pilot Award for 50 years of accident- and violation-free flying. The presentation was made by Brian Richardson, FAA Safety Team Program Manager for Denver FSDO. The photo is of Ron and his wife, Madge, receiving the award from Mike Harris, FAA Regional Front Line Manager.

Ron first soloed a Piper J-3 Cub under the watchful eye of his instructor, James Cornish, in Wichita Falls, Texas. While attending college Ron flew infrequently, but he never lost his passion for flying. After graduation and moving to Amarillo, Ron was able to resume flying. He earned his Private Pilot certificate and purchased his first airplane, a Model 35 Bonanza, in 1962.

In 1970 Ron moved to Albuquerque, New Mexico, where he lived for 35 years. He owned or rented several Bonanzas during that time. In 1999 he moved again, to Greeley, and hangs his current Bonanza, a 1958 J35, at Greeley-Weld County Airport. In 58 years since his first flight Ron has logged over 4,000 accident-free hours of flying.
Member News
Adrian Eichhorn Named 2016 National Aviation Technician of the Year

The FAA has named Adrian Eichhorn of McLean, Virginia, the 2016 National Aviation Technician of the Year. Anytime he’s not flying Airbus 320s for JetBlue, you’ll probably find him in his hangar at Manassas Regional Airport working on a Bonanza.

Son of a World War II and Korean War Army pilot, after graduating from Michigan Technical University with a degree in civil engineering Adrian was commissioned in the Army hoping to follow in his dad’s footsteps as an Army aviator. The Army, however, had other ideas and Adrian embarked upon a 21-year career with the Army Corps of Engineers, retiring in 2000 as a Lieutenant Colonel. While stationed in Korea he began flying lessons at a military flying club. Later he was to San Francisco where he joined the Alameda Aero Club and earned his private, instrument, commercial, ATP, CFI, and AGL certificates and ratings.

It was in San Francisco that Adrian first became interested in aviation maintenance, performing owner-assisted, 100-hour inspections under the tutelage of an A&P mechanic who also happened to be one of his flight students. Adrian later purchased a P35 Bonanza, with which he has had a very hands-on love affair for nearly 30 years. He personally overhauled the aircraft’s Continental engine, installed a new avionics stack and interior, and replaced most of the sheet metal on the wings and fuselage, earning his A&P and IA in the process. Adrian flew his Bonanza around the world in 2016.

When Adrian retired from the Army he took on a series of pilot jobs, including flying a Challenger 604 for the Washington Redskins, flying the Gulfstream IV “N1” for the FAA Administrator and Secretary of Transportation, and currently a First Officer on the Airbus 320 for JetBlue Airways. His passion remains focused on piston-airplane maintenance, particularly Bonanzas. As an active IA, Adrian conducts owner-assisted annual inspections for other Bonanza and Baron owners, and has inspected and approved more than 60 major alterations and conducted more than 40 pre-purchase inspections. He developed and obtained STCs for gear-mounted landing lights and wingtip recognition lights for Bonanzas, Debonairs, Barons, and Travel Airs.

A past BPPP instructor and former ABS Board member, Adrian has written more than 60 articles and features published in FAA Aviation News, Aviation Safety, and ABS Magazine. He is a frequent speaker at major general aviation events. Adrian has served as an Aviation Safety Counselor and FAASTeam Representative for nearly 20 years, giving dozens of safety presentations at airports throughout the greater Washington, DC, area. He was honored as the National Aviation Safety Counselor of the Year in 2001. The Washington, DC, FSDO honored him in 2004 with its Superior Contribution to Safety award, and again in 2011 with its Flight Instructor of the Year award.
Congratulations to these ABS members who have earned ABS AVIATOR status.
To participate, send copies of your training certificates to absmail@bonanza.org, or fax (316) 945-1710 attn: ABS AVIATOR.

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LEVEL 4
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St George, Switzerland
Lee Gerstein
Park City, Utah

LEVEL 5
Saul Bresalier
Cherry Hill, New Jersey
Ron Vickrey
Port Orange, Florida
George Steed
Silverdale, Washington
ABS extends a warm welcome to these members who have recently become ABS Life Members.

- Walter Henson, Quitaque, Texas
- Mel Crist, Garden City, Kansas
- Thomas Wharton, Gulf Breeze, Florida
- Andrew Birrell, Oxshott, Surrey, United Kingdom
- Glenn Beavers, Wichita Falls, Texas
- Frank Jones, Lubbock, Texas
- Nico Meijer, De Winton, Alberta, Canada

ABS extends condolences to the family and friends of these ABS members who recently passed away.

- Roger Sharp, Scottsdale, Arizona
  A member since 2013.
- Bruce Beck, Marathon, Florida
  A member since 2008, he flew a 1988 F33A.
- Warnie Alexander, Piqua, Ohio
  A member since 1967.

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FAA Advisory Circular (AC) 00-6B, Aviation Weather for Pilots and Flight Operations Personnel, was published August 23. This AC supersedes the 1975 classic AC 00-6A. In its announcement the FAA says, “In 1975, aviation users were not directly touched by radar and satellite weather. In 2016, much of what airmen understand about the current atmosphere comes from these important data sources.” AC 00-6B seeks to address this change, and includes vastly improved graphs and illustrations. Google "AC 00-6B" or visit www.faa.gov.

FAA Delays Changeover to ICAO Flight Plan Format

In the September issue we noted that the Federal Aviation Administration was changing over the ICAO (International Civil Aviation Organization) format for filing domestic flight plans effective October 1st. The day after the September issue went to press FAA announced it is delaying this changeover until January 1, 2017 “to provide more time for integration.” Meanwhile, the FAA has published a simple, three-step guide to moving from the current domestic flight plan format to the ICAO format. As we noted in September, most flight planning software already has the option of ICAO-format flight plans, requiring the set-up to be made only once. See the FAA’s guide at www.bonanza.org/images/pdf/icaoflightplan.pdf.

FAA Updates Aviation Weather

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Dariusz Jezewski is a professional photographer. He knew that as part of EAA’s afternoon airshow there would be a "Wall of Fire." He used the opportunity to set up and wait using our Bonanza as the center of his photo. ABS Magazine uses this photo with DJ’s permission.

For years I raced my single-seat Polen Special in the AirVenture Cup Race to Oshkosh. My father Gene, a well-known ABS member, flew his Bonanza (N8135R, a 1974 V35B) along as a support plane for me in the race. That is why the plane has an "8" on the side. During the AirVenture Cup Race his call sign was "Race 8."

Oshkosh Wall of Fire

By Dick Keyt

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<th>Email</th>
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<td>Paul Damiano</td>
<td>Area 1</td>
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<td>513 Forest Lake Rd., Dalton, NH 03598</td>
<td>860-306-3441</td>
</tr>
<tr>
<td>Vice President</td>
<td>Howard Johnson</td>
<td>at large</td>
<td>2017</td>
<td>11400 S East 8th St. 455, Bellevue, WA 98004</td>
<td>206-919-3639</td>
</tr>
<tr>
<td>Secretary</td>
<td>Stuart Spindel</td>
<td>Area 2</td>
<td>2019</td>
<td>P.O. Box 484, Hawesville, KY 42348</td>
<td>270-927-6842</td>
</tr>
<tr>
<td>Treasurer</td>
<td>Phil Jossi</td>
<td>Area 6</td>
<td>2018</td>
<td>4163 E Scorpio Pl, Chandler AZ 85249</td>
<td>308-440-5143</td>
</tr>
<tr>
<td></td>
<td>Kelly McBride</td>
<td>Area 8</td>
<td>2018</td>
<td>22141 Alizondo Dr, Woodland Hls CA 91364-6102</td>
<td>213-494-0388</td>
</tr>
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*Second and/or final term

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Please post all your events on the ABS website www.bonanza.org.

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**NOVEMBER 3-6**
ABS/ASF Service Clinic at Cruiseair Aviation – Ramona, CA (KRMN)

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