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April 2026 • Volume 26 • Number 4

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Village Press, Traverse City, Michigan

American Bonanza Society magazine (ISSN 1538-9960) is published monthly by the American Bonanza Society (ABS), 3595 N Webb Rd Ste 200, Wichita, KS 67226-8192. The price of a yearly subscription is included in the annual dues of Society members. Periodicals postage paid at Wichita, Kansas, and at additional mailing offices.

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- One Year Domestic (US) – \$105 (USD)
- Two Year Domestic (US) – \$190 (USD)
- Three Year Domestic (US) – \$260 (USD)
- Digital One Year (US/International) – \$90 (USD)
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- Two Year International – \$270 (USD)
- Three Year International – \$380 (USD)
- Life membership – \$1,650

Contact ABS Headquarters for details.

Postmaster: Send address changes to American Bonanza Society magazine, 3595 N. Webb Road Suite 200, Wichita, KS 67226-8192. © Copyright 2025.

Send Articles/Letters To: American Bonanza Society Magazine Publication Office, 3595 N. Webb Road Suite 200, Wichita, KS 67226-8192. Tel: 316-945-1700, E-mail: magazine@bonanza.org, Website: <http://www.bonanza.org>. Please note: Copy & photos submitted for publication become the property of the Society and shall not be returned. Articles submitted with electronic attachments will be published online.

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ABS exists to promote aviation safety and flying enjoyment through education and information-sharing among owners and operators of Bonanzas, Barons, Debonairs and Travel Airs throughout the world.

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PRESIDENT'S COMMENTS



By Stephen Hammers
ABS Board President

The Ultimate Adventure

There's a special kind of magic that comes with slipping the surly bonds of earth in our Beechcraft® airplanes, charting your own course to remote islands, hidden valleys, and vibrant towns scattered across the United States and the Caribbean. Few experience the joy of flying a Beechcraft® Bonanza, Debonair, Travel Air, or Baron—airplanes synonymous with performance, reliability, and adventure. These aircraft aren't just machines; they're keys to a world of scenic wonders and unforgettable journeys.

Personal airplane travel is about more than just getting from Point A to Point B. It's about the thrill of exploration, the freedom to set your own schedule, and the ability to land just steps from beaches, national parks, small towns, or mountain lodges. Beechcraft® Bonanzas and Barons, with their comfortable cabins and impressive range, have long been favorites among pilots who value both performance and versatility. Whether you're chasing a sunset over the Rockies or hopping between turquoise islands, these planes turn travel into an adventure tailored just for you.

I still vividly remember the time I set out to explore the islands of the Bahamas and the Caribbean in my Baron. Over the course of several years, I landed on more than 15 different islands, from the powdery sands of Exuma and Cat Island to the vibrant coral reefs of Turks and Caicos. Each approach was an adventure in itself—turquoise water sparkling beneath the wings, palm trees waving at the end of short runways, and friendly airport staff greeting me with a smile.

My journeys didn't stop at the Caribbean. With my Baron, I've touched down in more than 40 states across the U.S., discovering hidden gems from the mountains of Montana to the skyscrapers of New York City. Each flight reinforced the same truth: The world is so much bigger, and so much more accessible, when you can fly wherever your curiosity leads.

We all know general aviation opens doors that commercial travel simply can't. Forget about restrictive airline schedules or long security lines—when you fly your own Bonanza or Baron, you're in control. Want to leave at sunrise? No problem. Want to stop for lunch at a lakeside town? No problem. We have the flexibility to visit small towns, national parks, and remote islands that are off the radar for most travelers. Plus, you can share the experience with friends and family, creating memories that last a lifetime.

Here are a few great destinations in the U.S. worth considering:

- **Jackson Hole, Wyoming (KJAC):** Nestled at the base of the Tetons, Jackson Hole is a gateway to Grand Teton and Yellowstone National Parks. The scenery is breathtaking, with hiking, fishing, and wildlife safaris just minutes from the airport.
- **Sedona, Arizona (KSEZ):** Famous for its dramatic red rock formations, Sedona offers world-class hiking, art galleries, and a charming downtown. The airport sits atop a mesa, giving you spectacular views on arrival and departure.
- **Catalina Island, California (KAVX):** Named the “airport in the sky.” Shuttle down to the Avalon harbor. Go snorkeling and diving. You can also take golf cart tours of the island or go hiking.
- **Santa Fe, New Mexico (KSAF):** See the historic Santa Fe Plaza. There are numerous art galleries and museums. The airport is 6,300 feet, so be prepared.
- **Mackinac Island, Michigan (KMCD):** No cars allowed island—rent a bicycle or ride a horse and buggy. There are many shops and trails on this beautiful island in upper Lake Huron.
- **Wisconsin Dells – Reedsburg Municipal Airport (C35):** Wisconsin Dells waterparks and river boat tours on the Wisconsin River.
- **Lake Placid, New York (KLKP):** This historic Olympic town is perfect for year-round recreation. Summer brings boating and hiking, while winter offers top-notch skiing. The municipal airport is a short drive from Mirror Lake and Main Street.
- **Nashville, Tennessee (KJWN or KMQY):** Go Honky-Tonkin and hear music on every street corner downtown. Visit the Grand Ole Opry, see a Broadway show. Go sightseeing on a double-decker bus or party with the other 100,000 people downtown every night. See the Country Music Hall of Fame and much more.
- **Asheville, North Carolina (KAVL):** Known for its vibrant arts scene and proximity to the Blue Ridge Parkway, Asheville is a fantastic destination for foodies, hikers, and history buffs alike.
- **Key West, Florida (KEYW):** Fly to the southernmost point of the continental U.S. for crystal-clear waters, lively nightlife, and the laid-back vibe of Old Town Key West.

Just outside of the U.S., few places rival the Bahamas Caribbean for sheer beauty and variety. With your Beechcraft®, you can hop between islands at will, discovering secluded beaches, vibrant cultures, and world-class diving spots.

Here are some of my favorite destinations, each with a welcoming airport for general aviation pilots:

- **Exuma, Bahamas (MYEF):** Famous for its swimming pigs, sandbars, and sapphire waters, Exuma is a short flight from Florida and offers a relaxed, friendly atmosphere.
- **Cat Island, Bahamas – New Bight Airport (MYCB):** Receive a pilot discount on the most beautiful horseshoe bay you have ever seen. Beaches are white, and the sand is soft. There are

villas and cottages for your liking, along with water sports of your choosing.

- **Stella Maris, Long Island Bahamas (MYLS):** Go with the Southeastern Bonanza Society every November to the Cape Santa Maria Resort. This will be a trip of paradise you will never forget.
- **St. Lucia (TLPC):** Known for its lush mountains and volcanic beaches, St. Lucia offers adventure seekers everything from hiking the Pitons to zip-lining through the rainforest.
- **Providenciales, Turks and Caicos (MBPV):** Fly in for some of the Caribbean’s best beaches, luxurious resorts, and vibrant coral reefs.

Flying a Beechcraft® Bonanza or Baron isn’t just about the airplane: It’s about embracing the spirit of adventure and discovering new corners of the world. The United States and the Caribbean are filled with scenic destinations, each with its own charm and a welcoming runway waiting just for you. So, file a flight plan, fuel up, and set out to explore. The next unforgettable journey is just a takeoff roll away. 

SPECIAL ANNOUNCEMENT

I am delighted to share that the Board has promoted Lauren Bayless to Executive Director of the American Bonanza Society. Lauren’s 12-year tenure with ABS has been marked by outstanding dedication, expertise, and an unwavering commitment to serving our members. Since joining in 2014, Lauren has advanced through a range of roles encompassing membership, member services, and operational leadership. She has made significant contributions to ABS through her work in event operations, finance, vendor management, staff leadership, and organizational improvements. Lauren’s collaborative approach and professionalism have made her a valued partner to the Board and a trusted advocate for our community.

A Wichita native, Lauren’s connection to ABS runs deep—her late grandfather, Robert Madding, contributed to aviation design at Beechcraft®, including the Bonanza, linking her personal history to our organization’s heritage. Lauren’s appointment reflects our confidence in her vision and abilities as we look ahead. Lauren earned a bachelor’s in business management at Wichita State University. She is married to Zac and is the proud mother of London, age four, who is ABS’s youngest member. Please join us in congratulating Lauren Bayless on her well-earned promotion.

Stephen Hammers, Board President 2025-2026
American Bonanza Society

ABS Board Nominations: Continuing the Legacy

By C.K. Lee

I've had the opportunity for the past couple of years to serve as chairman of the ABS Board's Nominating Committee. By rule, the nominating committee consists of one current Board member and two former members. Serving with me this year were Phil Jossi and Michael Madigan—both of whom were former two-term Board members and former ABS Presidents.

Last year, we had a half dozen or so nominations for the one available seat. After a few interviews, we asked Drew McEwen to fill the role, and he gladly accepted.

This year, we have three open seats. Stephen Hammers, Richard Schmidt, and I are all rolling off the Board as we each reach the end of our two-term limit. I don't know what I expected this go-around, but to say I was surprised by the reception to our call for nominations would be an understatement. After Lauren sent an email to the membership asking for submissions, we received more than 50 resumes over the next month. They were still coming in when the end-of-November deadline passed.

Not only was there a tremendous response, but nearly every name submitted would have made an excellent ABS Board member and great ambassador and leader for the organization. Our committee faced the challenge of narrowing this distinguished list to just three—but how?

I was giving this some thought when the phone rang. On the other end of the line was Ron Timmermans, a former ABS Board member and widely respected Beech-specific flight instructor. He had seen the call for nominations and was curious about our selection criteria. I had to confess that I was just beginning to think about that. I just assumed, like last year, the right candidate(s) would emerge from the interview process. But interviewing over 50 candidates wasn't a viable option.

"I guess we're giving that some thought," I said. "I'm a little overwhelmed by the level of interest."

"Well," Ron responded, reverting to his familiar patient instructor mode. "What are your priorities? What skills do you need on the Board to align with those priorities?"

They were great questions and, thankfully, I did have answers for those.

Incredible advances in artificial intelligence technology now make possible the assimilation of the entirety of the ABS library—50

years' worth of magazines, tech tips, forum questions and answers, seminars, maintenance manuals, and POHs—into one easily accessible archive, available to members via simple searches in plain language. This is an urgent priority for the Board given the generational shift happening among our maintainers, experts, and membership. Wouldn't it be wonderful to construct a "virtual Bob Ripley" to be available to members in perpetuity?

Also, several of us with experience in finance and business will be leaving the Board in the next year or two. Given the Board's responsibilities as fiduciaries for the business side of the organization, we need to prioritize the service of folks who have managed companies, kept books, and set corporate priorities. People who know how to evaluate proposals, oversee the staff, tend to our endowment funds, and control expenses.

Further, after Michael Madigan's term expired last year, we were missing a career lawyer on the Board. I remembered fondly the role Michael played during my time on the Board and as president. He was our "walking encyclopedia" on the bylaws, procedure, precedent, good process, and legal diligence. His career experience made him not only a good Board member of ABS, but also an integral part of every important discussion we had during my tenure. I wanted future Boards and Presidents to have a similar skillset to call on.

Finally, I told Ron it would be icing on the cake if we could get nominees who combined these important skills with safety expertise, cockpit experience, technical understanding, and flight instruction know-how. That is the heart of the ABS/ASF mission, and those items are always at the heart of everything we do.

"Well, C.K., it sure sounds like you have some criteria in mind for narrowing the selection," Ron replied. "Don't you agree?"

Indeed. After thanking Ron for helping me think this through, I went back through the resumes. I reflected on conversations with folks who had called to talk over whether they should send in their names or not. And I socialized the priorities I had discussed with Ron with the other members of the Committee, and they concurred. We now had a framework to apply when sifting through the nominees.

In short order, the three of us identified 10 names for interviews that we felt had the skills and experience aligned with the direction we were heading. In the course of those discussions, three members came to the fore and we are excited to announce them here.

Meet Our Newest Board Members

Jason Deck is from North Carolina. He is an active CFII/MEI, a Beechcraft® instructor, and an ABS member with deep roots in the Beechcraft® community. His grandfather flew Beechcraft® in Part 135



Jason Deck

"Beechcraft® airplanes have been part of my family's story for generations, which gives me a deep appreciation for the community around them. Serving on the ABS Board allows me to help advance the mission of protecting lives and preserving the Beechcraft® fleet while supporting the pilots who fly them."

work, and his father sold Beechcraft® airplanes and flew his Bonanza off a family airport, Deck Airpark (NC11). Jason spent his career in the software and technology business, including working with end users on applying AI/Agent technology. Now, he is transitioning to a second career flying a Pilatus PC-12, and works as a part-time flight instructor in Bonanzas and Barons, and as an adjunct faculty member in the aviation department at Guilford Technical Community College. He holds a BA from Columbia University and an MBA from the Kellogg School of Management at Northwestern University. He is passionate about reaching the next generation of Beechcraft® pilots and owners and ensuring we have the technology to leverage our historical knowledge into the future of ABS.



Karl Kleiderer

"I am honored to serve this incredible organization and its members. I found ABS before I purchased the airplane and have been nothing but wildly impressed with the people and expertise from the get-go. I hope to help shepherd the incredibly talented staff as we navigate the challenges facing this aging and declining fleet of magnificent flying machines."

Karl Kleiderer is also from North Carolina. He is an ABS Master Aviator and ABS Life Member and has flown his Bonanza A36 since 2018, enjoying many family trips, Angel Flights, and fly-ins that connect him with the broader aviation community. He is ATP-rated and currently works as a contract pilot for Part 91 and Part 135 organizations flying Citations and PC-12s. He has deep experience in business, finance, and strategic planning for aerospace companies (Curtiss-Wright Corporation) as well as financial companies (William Blair & Co. and Morgan Stanley). He served in the United States Navy, with combat experience in the A-6 Intruder. In addition to his experience in business and aviation, Karl challenges himself physically and mentally, having climbed Mount Kilimanjaro and completed 10 marathons.

Michael Friedman is from Virginia. After growing up with a Bonanza G35 in his family, he purchased an S35 in 1983—immediately joining ABS—and added a Baron E55 10 years ago. During his 40-

year legal practice, he represented FBOs, Part 135 operations, flight schools, aviation leasing companies, and a government contractor providing flight crews for military operations overseas. He was also General Counsel to a Part 121 carrier. In addition to his deep experience in the law—aviation law in particular—Mike is an ATP, a CFI specializing in Beechcraft® airplanes, including BPPP programs as well as ongoing King Air 90/200 recurrent training. He has military service as a Captain in the U.S. Air Force, where he served as an attorney in the Office of the General Counsel to the Secretary of the Air Force. He holds a JD from Rutgers University School of Law and did undergraduate studies at Clark University.



Michael Friedman

"When I fly, I forget that law is my profession. When I sit at my desk, I think about flying. Owning and flying Beech aircraft—and having the support of ABS for over 40 years—has been an important part of my life. Now that I'm semi-retired, I want others to be able to take advantage of the things I've learned along the way and assist ABS in minimizing risk."

We are fortunate that these accomplished individuals have agreed to serve on the ABS Board and we are proud to welcome them. Although we didn't know it at the time, my conversation with Ron was the last time we would visit before his tragic passing in February. I'll always be grateful for this one last contribution to ABS, however. Many thanks as well to Phil and Michael who provided excellent advice and counsel throughout the process.

ABS is a great organization with a strong Board. These three gentlemen will help ensure the legacy continues.

2026 Nomination Certification

Pursuant to Article 7 of the bylaws of the American Bonanza Society (ABS), as Chairman of the Nominating Committee consisting of one sitting Board Member (C.K. Lee, At Large), and two non-Board Members in good standing (Michael Madigan, North Kingstown, Rhode Island; and Phil Jossi, Gilbert, Arizona), I hereby certify to the secretary of ABS that the Nominating Committee nominates the following three candidates for election to the three directorships expiring in 2026:

At Large: Jason Deck

At Large: Karl Kleiderer

At Large: Michael Friedman

C.K. Lee, Chairman of the Nominating Committee

January 1, 2026

I, Susan Delgado, Secretary of ABS, hereby certify that the Nominating Committee has duly certified three candidates for election to the three directorships expiring in 2026.

Susan Delgado, ABS Secretary

January 1, 2026



Welcome New Members

ABS extends a warm welcome to the following new members who joined in February 2026:

Daniel Burns, Amherst, NH	Grant Miller, Chicago, IL	Michael Mirolla, Van Nuys, CA
Bailey Bishop, San Diego, CA	Matthew Johnson, Laguna Beach, CA	Ben Palmer, San Anselmo, CA
Brad Davis, Whitesboro, TX	Jonathan Carrier, Front Royal, VA	Thad Slone, Fletcher, OH
Jason Pike, Healdsburg, CA	David Cort, Shingle Springs, CA	Will Goldstein, Carrboro, NC
Cody Holzmeister, Grinnell, KS	John Romero, Murphy, ID	Orjan Zahl, Maricopa, AZ
Chris Zeiss, Lubbock, TX	Logan Peterson, Cameron Park, CA	Denice O'Bryan, Camarillo, CA
Chuck Dertinger, Spring, TX	Harold Youngblood, Beaufort, NC	Alan Pitcher, Clearwater, KS
Eric Schwartz, Timnath, CO	Charles McDevitt, Saint Simons Island, GA	John Birkelo, Middleton, WI
Jason Carlstrom, Windsor Heights, IA	Jack Howard, Erie, CO	Richard Howard, Erie, CO
Lionel Azelart, Newport Beach, CA	Baron Marshall, Marion, MT	Eric Swanson, Dexter, MI
John Grieser, Durango, CO	Craig Clark, Mercer Island, WA	Michael Thompson, Pensacola, FL
Nathan Smith, Norwalk, IA	Beau Swinhoe, Dover, FL	Kaiden Roberts, Ada, OH
Justin Ray, Hickory, KY	David Ridenour, Bixby, OK	Christopher Brown, Norfolk, VA
Tyler Van Heel, Newberg, OR	Steven Milton, Houston, TX	Jim Shilling, Bradenton, FL
Jason Hogstrom, Lincoln University, PA	Eric Coyle, Eden, UT	Kinsey Wolanski, Las Vegas, NV
Edward Van Winkle, Fernandina Beach, FL	JC Ford, Poteau, OK	Robert Boback, Oldsmar, FL
Christopher Nameth, Marianna, FL	Frank Tulp, San Rafael, CA	Charles Goodman, Wilson, WY
Clay McKinnon, Douglas, GA	John Welch, Houston, TX	Steven Adams, Union Beach, NJ
Roberto Motta, Miami, FL	Keith Bean, Sitka, AK	Ethan Zinser, Conway, AR
Scott Farmer, Springtown, TX	Ray Chapin, Williamson, NY	Glenon Rebello, Wynberg, South Africa
John Reeder, Cedar Falls, IA	Patrick Walsh, Osterville, MA	Tom Menogue, Terrica, Australia
Shane Boulds, Federal Way, WA	Tyler Abbett, Nashville, TN	John Hardin, Terrell, TX
Quentin Tripp, Fuquay Varina, NC	Austin Abbett, Valparaiso, IN	Eric Hoversen, Saint Augustine, FL
Joel Nachtigal, Bulverde, TX	Herbert Hall, Thedford, NE	
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OPERATIONS ABS

By Lauren Bayless, ABS Executive Director



Event Season is Upon Us

Every spring, the aviation event season starts to ramp up, and this year I'm especially excited because I'll be attending Sun 'n Fun Aerospace Expo in Lakeland, Florida, for the very first time. Sun 'n Fun (SNF) has long been one of the major gatherings in general aviation, and I'm looking forward to spending the week connecting with our members and the broader aviation community.

If you are attending this year, make sure you stop by to see us. Our location on the flight line chalet has shifted slightly from previous years, but we are still in the same general area. While we do not have the shipping container with the upper viewing deck this year, we will have a larger overall footprint and significantly more shade—a welcome change for those warm Florida afternoons. ABS merchandise will be available for purchase, including some fun new products we're excited to debut.

Throughout the week, we will also be hosting educational seminars Tuesday through Friday at 10:00 a.m. in Forums Classroom 10. If you attend one of these seminars and complete the attendance sheet, you can earn ABS Aviator credit as well as FAA WINGS credit. It is a great way

to learn something new while continuing your proficiency training.

And of course, the best part of events like SNF is the chance to connect with fellow members. Please stop by the tent and say hello to Shela, Bob Ripley, Curtis Boulware, and me. One important reminder: ABS will only be exhibiting through Friday this year, so if you want to visit with us, make sure to plan your stop between Tuesday and Friday.

Note, a special ABS member dinner will be held on Wednesday evening at the Prop 75 building. By the time this issue arrives in your mailbox, we may be very close to selling out, so if you are interested, I encourage you to jump into the ABS Connect app (scan the QR code below to download the app) and register as soon as possible. The app is also the best place to stay up to date on event details and connect with other members attending Sun 'n Fun.

Speaking of events, 2026 is shaping up to be one of the most active years we have ever had on the ABS calendar. One event I want to highlight is our upcoming



Donate to ASF

Maintenance Academy in May. This program brings together A&Ps and IAs who work on and maintain Beechcraft® aircraft and gives them an opportunity to dive deeper into the unique systems, structures, and maintenance considerations of our fleet. The goal is simple: the better mechanics understand our airplanes, the more the entire fleet benefits.

The Maintenance Academy is offered free of charge to the mechanics who attend. But programs like this do not happen on their own. They take significant planning, time, and financial resources to deliver well. That is where the ABS Air Safety Foundation plays such a critical role.

The ABS Air Safety Foundation (ASF) is a 501(c)(3) nonprofit dedicated to supporting the safety, education, and preservation of the Beechcraft® fleet. When you give to ASF, those dollars go directly back into programs that benefit our aircraft and our community. Initiatives like the Maintenance Academy are only possible because members and supporters choose to invest in the future of our fleet.



Download ABS Connect

If you value programs like this, I encourage you to consider making a contribution to the ASF. Every gift helps us expand the safety and educational work we are doing across the country. You can scan the ASF QR code to donate to and support the foundation's work.

Looking a little further ahead, we are already deep in planning for EAA AirVenture this summer. This year, we are organizing our educational seminars around daily themes to help members quickly find the topics most relevant to them.

Monday will focus on Maintenance Matters, Tuesday on Flying Smarter, Wednesday on Ownership Made Easy, Thursday on Mods & Marketplace, and Friday on Max Your Membership. Each day will feature seminars designed to help owners and pilots get the most from their aircraft and ABS membership.

We are also especially excited to welcome Jennifer Pitt to the ABS tent during AirVenture. Jennifer is the granddaughter of Walter and Olive Ann Beech and has been a wonderful supporter of our organization. She will be joining us in the afternoons for a meet-and-greet and book signing for the updated anniversary edition of *The Barnstormer* and *The Lady*. Jennifer will have copies of the book available for purchase and will be signing them in the tent. If you are attending Oshkosh, make sure to stop by and say hello while she is there.

In addition, we are working on several new family friendly activities to introduce during the week at Oshkosh. We will be sharing more details about those over the coming months, but we are excited to continue creating ways for the ABS tent to be a gathering place not just for pilots, but for families as well.

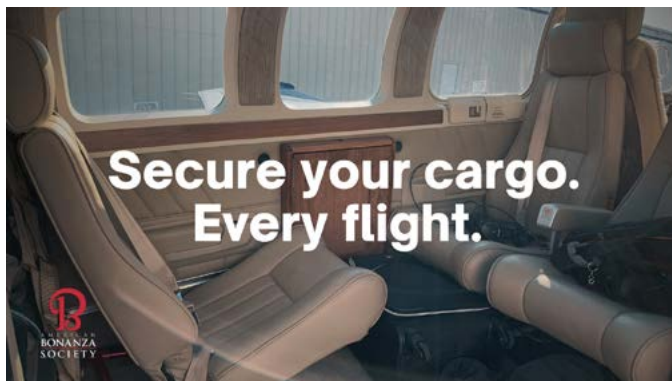
And while it may feel a little early to be talking about it, we are already preparing for our next ABS Convention and Trade Show. The convention will take place in Wichita, Kansas, on September 23-25, 2027. We have already secured the hotel, the expo hall for exhibitors and vendors, and the seminar space for our educational programming.

If you enjoy gathering with fellow members, learning from experts, and celebrating the Beechcraft® community, I encourage you to save the date now. Registration will open later this year, and we will be offering significant registration discounts for those who sign up early.

One of the most rewarding parts of this role is seeing what happens when our members gather in person. Whether it is under the tent at Sun 'n Fun, walking the flight line at Oshkosh, or attending one of our training events, these moments remind us that ABS is more than an organization. It is a community of people who care deeply about these airplanes and about helping one another fly and maintain them well.

Before I wrap up, I want to share a personal note with our members.

Many of you saw the news we shared recently about the loss on February 11 of ABS member, flight instructor, and friend Ron Timmermans and his wife Barbara. Their passing has been deeply felt across the ABS family. Our hearts are with Ron's family, friends, and the many students he impacted through his years of instruction. Ron's son recently shared details for Ron and Barbara's memorial service, which will be held on April 18, 2026, from 1:00 to 3:00 p.m. at Spirit of Joy Church, 1801 Rouse Rd., Orlando, Florida



32828. For those who knew Ron or would like to pay their respects, we wanted to share that information.

As the NTSB investigation continues, ABS has been asked to broadcast a safety reminder: please secure all cargo on every flight. Bags, coolers, and other loose items can shift forward during abrupt deceleration and become dangerous.

Before you close the door, take a moment to belt them in, strap them down, or use a cargo net or tie-downs if your aircraft is equipped. One of the best ways we can honor Ron and Barbara is by taking care of each other and committing to fly as safely as we can.

I hope to see many of you in Lakeland soon.



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OPERATIONS ASF

By Thomas P. Turner
ABS Air Safety Foundation Executive Director



Outreach, Emphasis, and Accidents

ABS Air Safety Foundation is a 501(c)(3) not-for-profit charitable corporation. One of the requirements of this Internal Revenue Service designation is that the charity serves the larger community. Most of the products and services of ASF are directed at Beech owners and require ABS membership for access or to participate. But ASF has a long history of influencing aviation safety and education in the broader general aviation community as well. It's an IRS requirement, and it's the right thing to do.

Outreach

Long before I began working at ABS, flight instructors who were contracted to run the Beechcraft® Pilot Proficiency Program (BPPP) on behalf of ASF helped the Mooney Aircraft Pilots Association (MAPA) develop its Mooney Pilot Proficiency Program using BPPP as a model. In my early years at ABS BPPP, the contract instructors provided similar assistance to the Cirrus Owners and Pilots Association (COPA) as it created the Cirrus Pilot Proficiency Program (CPPP). In recent years, on behalf of ASF, I've advised the Twin Cessna Flyers (TCF) and the Piper M-Class Owners and Pilots Association (PMOPA) as they create live and online pilot training products. Each organization has taken its program in a different direction, and I've been able

to incorporate many of their ideas back into ASF's BPPP programs. The entire general aviation community benefits from this outreach.

As noted several times previously, I represented ASF in a number of other industry efforts. We co-founded the Experimental Aircraft Association's Type Club Coalition initially to share best practices for providing type-specific pilot education. That group has grown to more than 35 members and its focus has expanded to other areas of type club management, but ASF remains part of the core effort to help pilots of all airplane types fly more safely. ABS, along with COPA, the Twin Cessna Flyers, and the Lancair Owners and Builders Organization (LOBO) represent the high end of airplane performance in this group.

Similarly, ASF got in on the ground floor of the National Business Aviation Association's Owner Pilots Association Coalition. OPAC also began with a mission of sharing instructional techniques and experiences and has since branched out into association management best practices and information sharing. ABS (with COPA and TCF) represents the low end of the performance scale in this mainly turbine-engine group. So, ABS Air Safety Foundation is at the crossover point between both of these organizations, assisting and benefiting across the entire spectrum.

In addition, I serve on the Aviation Insurance Association Safety Committee and its Insurance for Older Pilots subcommittee, making our members' needs known to the insurance industry and hopefully having some influence on meeting our members' insurance needs. Lastly, I'm occasionally a guest on EAA webinars and AOPA Air Safety Institute videos, Max Trescott's Aviation News Talk podcast,

and other venues, showing the ABS flag and helping spread the safety message.

Emphasis

The ABS and ASF Boards of Directors recent annual live strategic planning meeting put a renewed emphasis on completing the vision of the ABS Online Learning Center (AOLC) including the Beechcraft® Essential Systems and Techniques (BEST) course, BPPP FOCUS programs that build upon what's learned in BEST, and other programs. A big part of achieving this vision will be significantly improving the user experience as we add more to the AOLC. There's also emphasis on capturing even more of the knowledge and expertise of the ABS Maintenance Technical Advisors, as well as that of flight instructors and other ABS members. It's exciting for those of us who see it forming now, and it will be exciting to you as the new products are delivered.

Accident Trends

I've tracked piston Beechcraft® accident trends for nearly 30 years and used what I've learned from that data in many ABS Air Safety Foundation articles, presentations and videos. ABS members seem genuinely interested in learning from the mishap record to be better prepared to detect and avoid similar situations in their own flying. I'll continue to create educational products from the

lessons learned in the accident record, but I thought beginning this month I'll also include a brief tabulation of the year's events, so ABS members have direct access to the trends...again, to be better able to avoid similar mishaps.

I write this column about the first of the month for the magazine issue you'll receive in the month after that, so there is a two-month lag in reporting. Here are the accidents that have been reported in Beech Bonanzas, Debonairs, Barons and Travel Airs in the first two months of 2026. All information is preliminary and is subject to change as official investigations unfold.

Bonanza/Debonair/Baron/Travel Air Mishap Reports January–February 2026

Total: 17 reports

By Model

Be35 Bonanza: 6 reports

Be36 Bonanza: 6 reports

Be58 Baron: 3 reports

Be33 Debonair/Bonanza: 2 reports

Environment

Operation in VMC: 12 reports

Operation in IMC: 1 report

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Weather "unknown" or "not reported": 4 reports

Operation at night: 0 reports

Most Serious Injury

"Serious" injury accidents (not involving fatalities): 0 reports

Fatal accidents: 2 reports

Aircraft Damage

"Substantial" damage: 7 reports

Aircraft "destroyed": 0 reports

PRELIMINARY DETERMINATION OF CAUSE

(all subject to update per official findings):

FATAL and SERIOUS INJURY EVENTS: 2 reports

Loss of control in flight (LOC-I)

Loss of control in IMC: 1 report (Be36)

Engine failure

Catastrophic engine failure in flight: 1 report (Be36)

OTHER EVENTS (minor or no injuries): 15 reports

Landing gear related mishaps: 6 reports

Gear collapse during landing: 4 reports (Be33, two Be36, Be58)

Gear collapse during landing/electrical failure in flight: 1 report (Be35)

Gear up landing: 1 report (Be35)

Engine failure: 4 reports

Engine failure in flight: 2 reports (Be33; Be36)

Engine failure immediately after takeoff: 1 report (Be35)

Propeller separation in flight: 1 report (Be58)

Impact during landing: 3 reports

Runway overrun: 1 report (Be58)

Collision with an airplane that pulled on onto runway: 1 report (Be35)

Loss of directional control during landing: 1 report (Be36)

Impact during takeoff: 2 reports

Stall immediately after takeoff: 1 report (Be35)

Takeoff/unknown: 1 report (Be35)

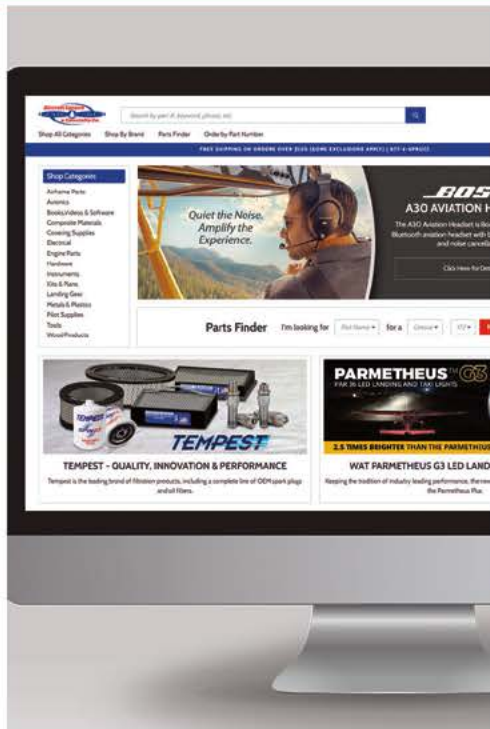
What might you add to your techniques and training knowing the accident trends?

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1969 E33A N2939A (CE-286)

By Robbie Wills, Conway, Arkansas



As an aircraft enthusiast and an instrument-rated commercial pilot, I have always been drawn to the allure of vintage aircraft. Nine years ago, my wife Dana and I purchased a beautiful vintage 1969 E33A Beechcraft® Bonanza, N2939A, which we affectionately nicknamed “Bo the Bonanza.” Little did we know at the time that this purchase would be the catalyst for embarking on a new and exciting business venture in the aviation industry.

From the moment we laid eyes on Bo, we were captivated by her timeless design and rich history. We spent countless hours restoring and maintaining the aircraft, and as our knowledge and experience grew, so did our passion for aviation. Over the years, her upgrades have included new paint and interior, an engine overhaul, a new Garmin glass panel, an S-Tec 55X autopilot, and an EI MVP-50 engine monitor. Bo even won a Bronze Lindy at EAA Oshkosh in 2021 for Best-in-Class Single-Engine Aircraft. It wasn't long before we realized that we wanted to share our love for vintage Bonanzas and aircraft with others and help preserve these iconic machines. Meanwhile, our relatively new local airport had been in operation for seven years without a maintenance or avionics shop on the field.



Equipment List

- Engine: Continental IO-520B
 - Prop: McCauley Three-Blade
 - Garmin GTX 330 Transponder
 - Electronics International MVP-50 Engine Monitor
 - S-TEC 55X Autopilot
 - PMA8000BT Audio Panel
- AVIONICS:**
- Garmin G500 PFD/MFD
 - Garmin GI 275 Backup AI
 - Garmin 430W and GTN 650

With a shared vision and determination, Dana and I decided to turn our aeronautical passion into a business venture. Thus, Conway Aircraft was born in 2021. After three years of operation, we established ourselves as an FAA-certified repair station, specializing in aircraft maintenance and avionics services for vintage and modern aircraft alike. Our commitment to quality and customer satisfaction has earned us a stellar reputation within the aviation community, and we are proud to serve clients at our location at the Conway Regional Airport (KCXW). Bo the Bonanza was the first customer in the shop, and as we like to say, Conway Aircraft was “Built on Bo.”

Starting a business from scratch is no easy feat, but our journey with Bo the Bonanza has taught us valuable lessons in perseverance, teamwork, and dedication.



We have invested countless hours and resources into building Conway Aircraft, but the reward of seeing our vision come to life has made it all worth it. Our love for aviation has united us in our mission to provide top-notch maintenance services and technical expertise to our clients, ensuring the safety and longevity of their aircraft.

Bo the Bonanza will always hold a special place in our hearts, as it was the inspiration behind Conway Aircraft and the driving force behind our success. Owning and maintaining a vintage aircraft has not only brought us joy and fulfillment but has also opened doors to new opportunities and connections within the aviation industry. We are grateful for the experiences and memories that Bo has brought us, and we have many plans for future upgrades to this unique Beechcraft® Bonanza as we continue our journey in the world of aviation.

In conclusion, our story is a testament to the transformative power of aviation, a shared passion for Beechcraft® Bonanzas, and the potential for growth and innovation that lies within each of us. We are grateful for the opportunities that Bo the Bonanza has brought us and excited for the future of our company. Cheers to many more years of flying high and reaching new heights in the world of aviation. It all started with an airplane, but it has blossomed into a thriving business that we are proud to call our own.



What to Do When You Can't Obtain Old Medical Records

By Keith Roxo and Daniel Monlux

Imagine this scenario. You're working on your medical certification, and you're told that a prior surgery, diagnosis, or treatment from years ago now requires documentation for FAA review. Maybe you haven't even had your FAA exam yet and are trying to be proactive. Or maybe you already sat for your AME exam and later received a letter from the FAA Office of Aerospace Medicine requesting additional medical records.

There's just one problem. The records are 10, 15, or even 20 years old, and no matter how many calls you make, you can't seem to get them.

This situation is more common than pilots realize. If handled incorrectly, it can lead to significant certification delays or even denials. The good news is that missing records do not present an impossible obstacle to overcome. But the FAA will not simply take your word for it. How you respond matters.

Why the FAA cares about old medical records

The FAA's medical certification process is not based on personal assurances, verbal explanations, or what "seems reasonable." The FAA does not evaluate *you*—they evaluate your paperwork.

As we've emphasized before, high-quality medical documentation is the foundation of a successful FAA medical outcome. Current, detailed clinical progress notes are critical to FAA decision-making.

The FAA is trying to answer a simple question: Is there any unresolved risk to aviation safety? And for many conditions, like brain surgery and cancer, the FAA requests historical medical records to help answer that question. This will typically be for more complex conditions, such as uncommon cancers and their treatments.

If the records are missing, the FAA still needs that question answered one way or another.

The core problem: Records that no longer exist

Medical record retention is governed by state law, not FAA policy. In many states, physicians and hospitals are only required to retain records for 7–10 years, sometimes less for inactive patients.

That means if your surgery, hospitalization, or treatment occurred decades ago, the records may legitimately no longer exist.

From the FAA's perspective, however, "the records no longer exist" is not a conclusion—it's a claim that must be supported with evidence. This leads to the real question pilots need to ask.

What can you do when FAA-requested medical records cannot be obtained?

The goal is to prove that you made legitimate, documented attempts to obtain them.

The FAA needs to see that:

1. You tried.
2. You followed proper channels.
3. The records are truly unavailable.

Without that proof, you are unlikely to be able to move forward with your medical certification.

Step 1: Submit formal medical record requests

If you haven't already, submit a formal written request for your records to:

- The physician's office
- The hospital or surgical center
- The medical records department

Do this in writing, not just by phone. Keep copies of everything. If the facility responds verbally that records are unavailable, that response is not enough.

Step 2: Get a written statement explaining why records are unavailable

If a medical practice or hospital tells you that the records are older than required retention periods, were destroyed per state law, or are no longer retrievable, you must ask for a formal written response stating this explicitly. This document should include:

- The name of the facility
- The date of your request
- The reason the records cannot be provided

A reference to applicable state retention laws if possible

This written confirmation becomes part of your FAA submission and highlights that you are not attempting to hide anything about your previous health.

Step 3: When a practice or hospital is out of business

If the physician or hospital no longer exists, the burden is still on you to show that fact. In these cases, you should attempt to obtain:

- State business dissolution records
- Licensing board confirmations
- Hospital closure notices
- Archived public records showing the date of closure

Many states allow online searches for dissolved businesses or closed medical facilities. This documentation demonstrates that the lack of records is not due to noncompliance—it's due to nonexistence.

Step 4: Submit a clear paper trail to the FAA

Your FAA response should include:

- Copies of all record requests
- Written denials or explanations from facilities
- Proof of business dissolution or closure where applicable
- A concise cover letter explaining the situation

This is not the time for emotional explanations or frustration. The FAA is looking for objective evidence, not intent or effort alone.

Why you can't just "explain it" to the FAA

Pilots often ask: "Can't I just explain that it was a long time ago and I'm fine now?"

No.

In FAA medical certification, you only speak through your records. If records are missing, you cannot simply ask the FAA to trust your memory or your good intentions.

When historical records are unavailable, the FAA often responds by requesting additional evaluations to fill the information gap. These may fall outside standard FAA protocol and can include:

- Specialist evaluations
- Diagnostic testing
- Detailed narrative summaries
- Current functional assessments

This is not punishment, it is risk management. The FAA still needs evidence to replace what is missing.

The bottom line

If the FAA requests historical medical records that cannot be obtained, know that missing records are not fatal to your case, but silence, delay, or unsupported claims can be.

You must demonstrate legitimate, documented attempts to obtain the records and provide proof when they no longer exist. When documentation gaps remain, expect that additional evaluations may be required to satisfy the FAA's concerns.

Handled correctly, these cases can move forward. Handled casually, they can stall

indefinitely. This is where experienced guidance matters – because in FAA medical certification, what you submit matters far more than what you say.



Keith Roxo and **Daniel Monlux** are Senior Aviation Medical Examiners and former Naval Aviators. They provide aviation medical consultation services at www.wingmanmed.com.

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Owner-in-Command

By Thomas P. Turner

From an NTSB Final Report (CEN22LA037):

The pilot [of a K35 Bonanza] reported that while on approach to the airport, smoke filled the cockpit and the oil pressure gauge indicated zero. Unable to make the runway, the pilot declared an emergency and turned toward a nearby interstate. During descent, the engine lost total power. The airplane touched down between traffic, and as the airplane slowed, the right wing struck a truck. The airplane swerved off the pavement and it came to rest nose down in the median.

During an on-scene examination, oil was observed along the bottom and right side of the airplane. The engine cowling was removed, and oil was noted inside the cowling and on the engine components near the oil filter. The oil filter safety wire was fractured and separated allowing the oil filter to rotate freely when turned by hand. The pilot who was not a licensed mechanic performed his own oil and oil filter changes on this airplane. When asked about safety wire and how to apply it, he said he was unaware of specific safety wire guidance, he “just installed it.”

It was evident that the loss of engine power resulted due to oil starvation as a result of the loose oil filter. Given the available evidence it could not be determined why the oil filter safety wire fractured or if it was properly installed.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A complete loss of engine power due to oil starvation as a result of the oil filter safety wire fracturing and the oil filter becoming loose in flight for a reason that could not be determined given the evidence available during the investigation.

Many ABS members perform preventive maintenance on their Beechcraft®. Some do it to save money, Others work to learn more about their airplane and its systems. Yet others simply enjoy it. Most pilots who perform preventive maintenance on their Beechcraft® will tell you they like all three benefits.

14 CFR 43.3(g) gives persons who do not hold a mechanic certificate the authority to perform certain tasks:

Except for holders of a sport pilot certificate, the holder of a pilot certificate issued under Part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under Part 121, 129, or 135 of this chapter. The holder of a sport pilot certificate may perform preventive maintenance on an aircraft owned or operated by that pilot and issued a special airworthiness certificate in the light-sport category.

There's a twist that comes from the 2025 MOSAIC rule. A Sport Pilot may fly 1947-1957 model Bonanzas because those airplanes fit the expanded rule for Sport Pilot eligibility. Anyone holding a Private or higher pilot certificate may choose to operate as a Sport Pilot and fly one of these airplanes. Because that pilot holds a Private or higher certificate, he or she is still eligible to perform preventive maintenance on that airplane. However, it's now possible for someone to earn a Sport Pilot certificate and transition to one of these eligible Bonanzas without ever earning a higher level of pilot certificate. In that case, the Sport Pilot would not be authorized to perform preventive maintenance on that Bonanza, because although it may be flown by a Sport Pilot, that Bonanza is still a Normal or Utility Category airplane.

It's often said that a pilot must receive training before being able to exercise the privilege of performing preventive maintenance. However, 43.3 does not put that requirement on pilots maintaining airplanes operated under Part 91. The training requirement applies to Part 135 aircraft. 43.3(i) permits pilots to perform certain preventive maintenance tasks on aircraft with nine or fewer seats operated under Part 135 provided that pilot has “satisfactorily completed an approved training program and is authorized in writing by the certificate holder for each item of preventive maintenance that the pilot is authorized to perform” and “the [Part 135] certificate holder has written procedures available to the pilot to evaluate the accomplishment of the task.”

Does this make grabbing a wrench, some oil and bearing grease and a pair of safety wire pliers, and digging into your airplane with no maintenance training a good idea? Probably not.

There are many jobs a pilot may do that qualify as “preventive maintenance.” They are listed in Appendix A to Part 43, paragraph c, and include items such as replacing tires, servicing wheel bearings, replacing light bulbs, and cleaning or replacing fuel and oil strainers or filters. The regulation states, “Preventive maintenance is limited to the following work [the list of tasks], provided it does not involve complex assembly operations.” There has been a lot of online

(continued on page 22)

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discussion that approved preventive maintenance tasks exceed those listed, but that is outside the scope of this article.

I've heard from several mechanics, including ABS Maintenance Technical Advisors, that proper safety wiring is something they often have to teach new-hires fresh out of A&P school. There is an art to getting it right.

Here's what I suggest: For each preventive maintenance task you want to perform, even if it's something you feel comfortable doing but have never had any instruction on how to do it on an airplane, hire a local mechanic to teach you how it's done. You might have the mechanic watch you to confirm you're doing it right and give you tips along the way. If you're less confident you know how to do it, you might ask for a more traditional teaching experience.

It'll probably only cost you an hour of mechanic time per task and you can add them over time. But this ensures that your experience with cars, farm equipment, or other items is properly applied to the needs of an aircraft. Ask the mechanic to show you the correct way to log the work you do as well, because as a pilot performing preventive maintenance you're still required to log all work and return the airplane to service.

In the factual information narrative for the NTSB report mentioned, the NTSB adds:

The oil filter safety wire was fractured and separated allowing the oil filter to rotate freely when turned by hand. A portion of the safety wire remained attached to the oil filter.

The pilot reported that he conducted the airplane's most recent oil and oil filter change, about one year prior. He estimated that he had flown the airplane about 60 hours since the oil change. He further reported that he was not a mechanic, but he has done maintenance and oil changes on this airplane for a "very long time." When asked about safety wire and how to apply it, he said he was unaware of specific safety wire guidance, he "just installed it."

A representative from Textron Aviation reported the aircraft manual does not contain safety wire procedures. It is considered a basic knowledge item for a mechanic. In 2005, the FAA Safety Team (FAASafetyTeam) released a fact sheet titled Safety Wire. It states in part: "if you're doing owner-performed maintenance, make sure that you know what you're doing, and get a second set of eyes to look at your work after you're done."

Sadly, for want of proper safety wiring, the K35 never flew again.

It's beneficial to do some of the work on your airplane if you have the time and aptitude. Just as you must train to be safe as pilot-in-command, so must you work to be owner-in-command of your Beechcraft®.



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Building Up the Automatics

Single crew operations and autopilot management

By Robert Lough

The mantra, when used for operations like gear extension, is: Limitation – Operations – Indication. The pilot will check safe speed (Limitation), operate the gear lever (Operation), and confirm the gear is extended and locked with the three green gear down lights (Indication). Arguably, the L-O-I mantra is applicable to autopilot operation as well.

Using this principle in autopilot operation requires study of the autopilot manual, the STC documentation, the Airplane Flight Manual Supplement (AFMS), and the autopilot limitations. This article cannot cover the variety of autopilot systems installed in the ABS fleet but will use the KFC200 as a popular OEM installation from the 1980s. Typical of the light general aviation fleet, this autopilot is single-channel with no redundancy. It has Flight Director mode with command bars, which are valuable tools in establishing a structured approach to operation. Nothing in this article should overrule the relevant operating manual/AFMS for the autopilot installed.

Tom Turner wrote an excellent article in the May 2021 *ABS Magazine*, “Build Complexity,” in which he discusses building up the modes of an autopilot. He emphasizes starting with simple modes and building complexity in mode selection one step at a time. I want to add to that article. Another principle is Aviate - Navigate - Communicate. In the event of an upset/undesired airplane state, the pilot should disconnect the autopilot! The pilot should always be ready and able to take over manual control of the airplane.

Limitations and Envelope

The KFC200 installation in my airplane does not have an altitude preselect or yaw damper. It is a two-axis, pitch and roll autopilot. There is no speed mode. It is attitude based, using the gyro-driven attitude indicator and HSI.

The stated limitations are straightforward: pilot strapped into the pilot seat station; max 175 knots calibrated airspeed (KCAS)

for operation; pitch command limits ± 15 degrees; roll command limits ± 25 degrees; limited to Cat I operation only in Approach (APPR) mode.

The manual states maximum altitude losses in different modes due to autopilot malfunction. In cruise, climb, or descent: 400 feet; in maneuvering flight: 50 feet; in APPR mode: 70 feet. The manual states a maximum KCAS, however, no minimum speed. Not only should there be a sensible minimum speed for autopilot operation, but the pilot should be conscious of modes where the autopilot will maintain an attitude or rate of climb, while allowing the speed to decay towards a stall.

At the lower end, it would make sense to treat 90 knots indicated airspeed (KIAS) as a lower limit. At the upper end, 155 KIAS is a sensible upper limit inside the green arc. This only applies in the clean configuration. The lower gear and flap speed limits apply where relevant.

With a speed envelope and altitude deviation due to autopilot malfunction datapoints, the pilot can arrive at a minimum height/KIAS for autopilot engagement. A reasonable minimum height for autopilot engagement would be the higher of obstacle clearance height, transition to cruise climb, or 800 feet AGL.

What KIAS/Height envelope would apply in APPR mode? 1 NM before the Final Approach Fix (FAF) or one dot “fly up” is used as an approach configuration gate. APPR mode should be selected absolutely no later than these indications. Generally, when you hear “cleared for the approach,” select APPR mode.

Top of the white arc (123 KIAS in my F33A) is a conservative speed for landing gear extension and approach flap extension. I fly 100 KIAS ± 5 knots established on a coupled approach. While the autopilot is certified to CAT I, with approach flaps at 100 KIAS there is a 40-foot pressure error correction in addition to the 70-foot autopilot malfunction height deviation data point in APPR mode. For a system minima CAT I ILS of 200 feet height, a minimum height for a coupled (CPLD) APPR, taking these adjustments/safety factors into consideration would be a height of 320 feet. At this height, I would disconnect and continue to a manual landing.

The bank attitude limitation of +/- 25 degrees is uncontroversial, as this is within normal lateral positive stability bank angle parameters. At +15 degrees pitch up, the airplane is decelerating, and the autopilot might take the airplane to a nose-high departure stall.

These attitude limits are relevant during initial autopilot engagement. The ABS Fly By the Numbers concept applies here. Use -5 degrees nose down and +10 degrees nose up as more sensible standard operating procedures (SOPs) for control wheel steering (CWS) and autopilot engagement.

Know How to Disconnect

The KFC200 pilot manual has a clear list of the ways to disconnect the autopilot:

- the pilot's yoke AP DISC/TRIM INTERRUPT switch
- AP engage lever on the mode controller
- pulling the autopilot circuit breaker
- turning the Battery Master Switch off
- turning the Avionics Master Switch off
- depressing the Go Around (GA) switch on the yoke
- manually engaging the electric trim will all disconnect the autopilot

Ideally, the pitch trim and autopilot circuit breakers in the lower right sub panel might be ringed for quick identification, and their location memorized.

Before Takeoff

As a general principle, and in the context of single-pilot IFR operations, it is sensible to operate the autopilot building up to the highest level of automatic flight to improve workload management and situational awareness. The corollary is that single-pilot IFR should also provide for regular currency in raw data IFR manual flight in all phases of flight, ensuring the pilot is equally comfortable in both manual and automatic flight.

The After Start (or Before Takeoff) autopilot check procedure is detailed in the autopilot POH supplement. In addition to the autopilot computer self-test function, the After Start autopilot check procedures will cover being able to overpower the autopilot when engaged, observing auto trim to run in the correct sense in a nose up and nose down mode, observing the roll function obeying the heading (HDG) mode in the correct sense, observing the Control Wheel Steering (CWS) releasing the servo when the CWS is engaged, and the autopilot re-engaging when CWS is disengaged. Also, the checklist calls for ensuring the AP DISC and TRIM Interrupt switch is working and suggests a physical reminder of the Autopilot and Trim circuit breakers' location. Note the checklist varies by autopilot mode, so see the POH Supplement for the autopilot in the airplane you fly.

Ensure the autopilot has been disconnected and trim reset for takeoff after running through AP ground checks. If the autopilot has not been checked as part of the after-start checks, it should not be used in the air. If the autopilot fails the self-test mode, it should not be used, and an engineer [mechanic] should safety ring the circuit breaker open and placard the autopilot as inoperative (INOP).

Takeoff and Climb

The autopilot is not used for takeoff. Using the FD in Go Around (GA) mode, which presents a fixed pitch up command of 7 degrees to 8 degrees pitch, provides climb attitude guidance.

If we regard the autopilot as a fellow crew member, we would ensure the airplane is in trim, checks complete, before handing over control. Having climbed above initial safety altitude, the airplane is confirmed as clean (gear and flaps up) and established on departure heading. Leading with the heading bug, airplane in trim, wings level, and after takeoff checks complete, we can start building up the automatics.

Engage the Flight Director (FD) mode before the AP (KFC200 POH). The FD mode alone will show PAH (Pitch Attitude Hold) and wing level command bars. The vertical trim switch on the mode controller can be used to trim the pitch attitude at one degree of pitch per second. If no command bars are shown in FD mode, there is a problem with the autopilot system, providing a useful failsafe. The annunciator panel will show FD, and the command bars will be visible.

With the pitch attitude in a sensible datum ("by the numbers") for cruise climb 120 KIAS, and the command bars aligned, we can use HDG mode in FD and confirm selection on the annunciator panel/Flight Mode Annunciator (FMA) and check the FD command bars are aligned with the HDG bug. We can now engage the AP, confirm AP engaged on the FMA, and while retaining our role as pilot-in-



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command, we are now carrying out an active pilot monitoring role as the autopilot flies the airplane.

Using PAH, if set to a sensible cruise climb datum of 6 degree/7 degree pitch up, mitigates a threat encountered by autopilots using a Vertical Speed (VS) mode. As power reduces with altitude, an autopilot in VS mode will sacrifice airspeed to maintain a rate of climb until eventually, in the absence of envelope protection, it will stall the airplane.

At 1,000 feet before level-off, reduce PAH gradually so that approaching the desired altitude the rate of climb is below 250 fpm. In this condition you can select altitude (ALT) mode at the desired altitude, and the autopilot will hold and maintain altitude. ALT mode will display on the FMA.

An omission in the POH Supplement is that the autopilot should not be engaged in icing conditions. If there is any icing, my minimum ice exit speed is 130 KIAS [published minimum speed in icing in known-ice airplanes]. The autopilot should be disconnected if flying in potential icing conditions.

Selecting NAV Mode

In building up to NAV mode, ensure the correct nav source (VOR/LOC or GNSS) is selected, identified, and displayed. Using GPS as a NAV source with an active flight plan, and starting with the autopilot in HDG mode, the checks would consist of: HSI CDI NAV source confirmed as GPS; CDI on active track leg; HDG on a sensible intercept, for example, top of the beam bar. Selecting NAV on the

controller will now arm the autopilot to capture and intercept the active track leg. After capture and the airplane is established on the active leg, the FMA will display NAV CPLD. I prefer to have the beam bar alive and under half deflection before arming NAV and monitor the capture while updating the HDG bug once coupled. Keeping the HDG bug synchronized means the autopilot is always ready to come down a gear on the mode complexity from NAV to HDG.

What if ATC routes you off plan? If given an instruction to navigate to a new waypoint, change down a gear on the AP to HDG mode, select a rough heading to the new waypoint and, when wings level, edit the flight plan, update the CDI track, and re-engage NAV.

Top of Descent and APPR Mode

A typical workflow would be ATIS – APPR setup – BRIEF. Ideally, this workflow is carried out at a relatively low level of activity in the flight and on autopilot.

When commencing a descent, I check: Is the new altitude we are descending to above Minimum Safe Altitude (MSA)? Is the autopilot armed for ALT capture? Are there icing considerations?

While maneuvering in the terminal area, either on vectors or on a procedural phase, I shift a gear down to HDG mode. I will only arm APPR with the localizer alive and on less than 35 degrees degree intercept. The APPR mode will only capture the glideslope from below. Brief that if vectored onto the localizer above the glideslope, it will be a raw data, manual ILS with the autopilot and flight director disconnected.



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Using one dot “fly up” on the glideslope as the reconfiguration gate, selecting gear down and approach flap (with flap preselect), my nominated speed on the run-in to FAF is 120 KIAS, slowing to 100 KIAS when configured.

Once captured, the FMA will display APPR CPLD. GS is also displayed on the FMA, and ALT and HDG should be off. My autopilot functions on rails on a coupled approach, but I monitor the GS check altitude against DME.

On a non-precision LNAV or localizer approach, use the mode controller trim switch to set up a continuous descent final approach at the FAF, de-selecting. My reconfiguration gate would be 1nm before the FAF. The profile is monitored to maintain +/- 50 feet on the profile as published.

Your hand should be lightly on the yoke to initiate a missed approach/go-around (GA) when necessary. When the go-around is initiated, ensure the yoke is firmly held and guide the pitch attitude to the FD command bars—with the KFC200, you must hand-fly the transition to climb.

Approaching minima, disconnect AP and transition to manual flying.

Upset Prevention and Recovery Training (UPRT) and Automatics

There are scenarios where we need to recognize an upset and disconnect the autopilot as the first action. The upset could be due to environmental factors (e.g., wake turbulence), pilot action through mode selection confusion, system fault, or a combination of all three.

Unfortunately, there are many cases where the pilot or crew try to resolve the problem by trying to get the autopilot to rescue them when they should be taking the automatics out of the loop: Aviate, Navigate, Communicate.

All auto-flight systems have the potential to mask symptoms and then present the crew with a system disconnect and the airplane departing controlled flight. This could be an aggravated stall, or a nose-up or nose-down trim runaway. The crew needs to be trained in the pathways to disconnect the components of the auto-flight system (trim and AP) and also to understand that the autopilot system may present the airplane to the pilot in a severely out-of-trim condition. Gingerly touching the yoke in this scenario will not help. The yoke has to be firmly held when disconnecting the autopilot to ensure the out-of-trim condition doesn't snatch the yoke out of the pilot's hands.

The only way to maintain alertness is to treat the autopilot as a pilot that has to be monitored, using “fly by the numbers” SOPs to detect divergences early, and to intervene, disconnect, and revert to manual flying when required.



Robert Lough learned to fly in Canada in the 1970s and has logged 6,400 hours. He has flown mainly in Europe and for the last 10 years he has been instructing on multi-engine/instrument and UPRT. He holds an FAA ATP in addition to UK licenses. He operates a Beech F33A and is a member of ABS.

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MEMBER OPINION

Training for Distraction

By Baron Hamman

Why in the world would a popped door bring down a beautiful \$1.5M Beechcraft® Bonanza? Oh, wait, were people involved? Simple distraction – again? What can be done?

I propose we update and re-emphasize our training rubric to better prepare both new and experienced pilots for distractions during flight. Specifically, I suggest we add distraction management to the existing curriculum. Here are some of the elements.

Communications: Use and overuse

There is such a thing as too much talk. Nothing causes “tune out” like a thousand questions about details out of the pilot’s focus. I believe the practice of flying with a “chatty” instructor on occasion can help us all learn how to scrub the local talking economy.

Sometimes, a litany of ill-timed and detailed and repeated and redundant questions and the unrelenting requests for new or updated information (fuel, souls on board, “what are your intentions,” etc.) from the radio and elsewhere are unhelpful or distracting. Coping with a routinely distracting person can help us all learn how to skillfully apply a “squelch.”

Similarly, flying with very little or no response from the radio (or your copilot) at all can also be disquieting. This happens out west at night over remote areas. It may be hard to practice this, but we must re-emphasize awareness of this occurrence.

Distractions: Electronics creep

Do I need to discuss this? The social media poison is haranguing all of our heads. Go to any family dinner at Olive Garden or Chili’s for a primer on this.

The cell phone and iPad are often on in flight to augment navigation and weather monitoring. There is no doubt it’s pretty good and useful, too! However, the ringer and notification buttons are, by design, difficult to silence - so often they are inadvertently left on. *Bing! Bing! Bing!* Again! Many well-intentioned people apply external notifications like the reminder of a weekly meeting that I hate to attend and try hard to avoid anyway. I have my own paper calendar, and it rarely “notifies” me of anything.

I suggest flight instructors ring the cell phone, not once but a bunch of times. Ask the student to respond to texts and calls to “silence” the intrusive caller. Do it on takeoff and on approach to maximize the distractions. My point is that despite our best

intentions, unwanted and ill-advised cellular communication occasionally occurs. We must learn how to deal with it. Squelch!

Passenger and instructor interference

As an instructor or safety pilot, talk to the pilot and ask open-ended questions and interrupt the pilot’s concentration relentlessly. Force them to squelch. Ask what knobs do or what they don’t do. Ask if you can see his house from here. Ask if you can see your girlfriend’s house, too. Ask whose truck is that?

In-flight distractions

This is where the popped door fits in. Intentionally open the pilot side window in its approved speed range and open the door in training. Remember the feel of open cockpit flying and learn to disregard the wind noise distraction. Nothing screams out distraction like a popped door. Indeed, I’ve experienced it. Even better is a popped door next to your teenage kid or wife. The rush of air is super loud and controlled experience is only thing that might prepare one for this.

Practice approach to stalls. They still scare me a little, but they are true phobias. Better yet, get an angle of attack (AOA) device and practice with it to augment your understanding of what the wing is doing (wing loading).

Go-arounds

Practice the go-around at your home airport and less-familiar airports as well. Nothing is as comforting as knowing “I’ve done this very procedure a few times before, here we go again.” The go-around can be fun. Everybody likes to pretend from time to time. Athletes know: You play how you practice. If you are sloppy in practice, you’re sloppy on the field.

Emergencies

Practice simulated partial and total power loss and engine-out glides to a landing, all in a controlled environment observing engine best practices. Be ready for a go-around at any time during the simulation but become familiar enough with engine failure and glide performance and the associated checklists that an actual engine failure is not the first time you’ve experienced realistic engine-out performance.

Spatial disorientation

Fly over snow, over the ocean in the day and at night. Spatial disorientation is common and often new to a newly minted

adventuresome pilot. Fly over remote rural darkness on a moonless (“new moon”) night. This is unsettling for the urban pilot where night flight is akin to flying with a night light on.

Autopilot utility

George is your friend. Like the real friend that does not abandon you when you’ve done something truly stupid. Know how George actually works (and doesn’t). He just might save your neck!

Learn to tune out distractions and focus on tasks at hand. Fly the airplane. Aviate... only then consider Navigate, after that entertain Communicate.

Summary

I suggest incorporating a dedicated distraction management module into our existing curriculum. To enhance pilot resilience, I recommend the following focus areas:

- **Communication management:** Training should address both excessive radio traffic and the unsettling nature of prolonged silence. We should practice techniques for “scrubbing the local talking economy” and learning when to effectively silence or prioritize communications during high-workload phases.
- **Electronic distractions:** We must address the prevalence of mobile devices in the cockpit. I suggest simulation exercises where instructors intentionally trigger phone notifications and texts during critical phases, such as an approach, to teach students how to remain focused despite intrusive electronic alerts.
- **Passenger and instructor interference:** Training should include scenarios where a passenger or safety pilot intentionally interrupts concentration with non-essential questions, forcing the pilot to maintain focus on primary flight tasks.
- **In-flight sensory distractions:** I propose simulating the intense noise and wind of a “popped” door or window (in appropriate aircraft) to desensitize pilots to the resulting auditory chaos. Additionally, practicing engine-out glides, stall recoveries, and go-arounds

can help pilots manage the psychological distractions of abnormal and emergency maneuvers.

- **Environmental factors:** We should increase exposure to conditions that cause spatial disorientation, such as flying over water, snow, or remote rural areas on moonless nights.
- **Automation proficiency:** It is vital that pilots thoroughly understand the utility and limitations of the autopilot system as a tool to mitigate workload during stressful situations.

By intentionally introducing controlled distractions during practice, we ensure that pilots are equipped to maintain aircraft control regardless of external interruptions. I look forward to discussing how we can integrate these elements into our training standards.



Dr. Baron Hamman learned to fly through the Boy Scouts of America in 1976 and currently owns his third A55 Baron that is currently under major refurbishment in Midlothian, Texas. He’s a cardiac surgeon, inventor, and writer living in Dallas.

Member Opinion articles do not necessarily reflect ABS or Air Safety Foundation recommendations but promote discussion of alternatives based on the experience of ABS members.

Beech 19, 23, 24, 33, 36, 55, 56, 58 Dorsals



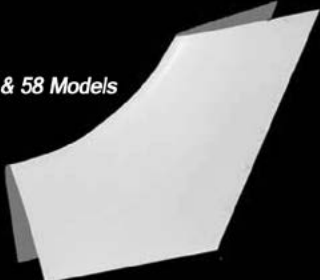
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INSURANCE

TRIA Coverage Explained

By Barry Dowlen

If you have reviewed an insurance quote for your aircraft lately, you have probably noticed a line item called TRIA. Even though it has been around for almost 25 years, we still get questions about this coverage as there is a lot of confusion about what it covers and how it is activated. So, in this article, I will give you the basics about TRIA and what to consider when deciding whether to purchase or reject the offer.

TRIA is an acronym for the Terrorism Risk Insurance Act of 2002. It was passed in the months following the deadly 9/11 terrorist attacks in New York and Washington, D.C., that took the lives of nearly 3,000 people and immediately injured more than 6,000 others, and countless more who suffered and died from diseases caused by the inhalation of the toxic dust created from the buildings collapsing. For property and casualty insurers, the impact was enormous, with losses approaching \$40 billion. The severity of the claims caused somewhat of a panic in the aviation insurance industry, as it was quickly determined that there were not enough reserves on hand to cover the expected losses. Congress acted quickly to help secure the insurance industry, and one of the solutions was to create a mechanism to cover future terrorist attacks that could potentially cripple the insurance industry. Thus, TRIA was born.

The act mandates that all insurance carriers provide their commercial policyholders with the opportunity to purchase the coverage as defined by the act. In the opinion of most carriers, aviation coverage is included in that requirement. If the coverage is bought, it covers the policyholder for losses resulting from certified acts of terrorism. In order to be a certified act of terrorism, the Secretary of the Treasury, the Secretary of Homeland Security, and the Attorney General of the United States must agree that the "event" that caused the damage 1) is an act of terror; 2) be an act that is dangerous to human life, property, and infrastructure; 3) to have caused damage within the United States or on certain air carriers or vessels or on the premises of a US mission; and 4) to have been committed by an individual or individuals in an effort to coerce the civilian population of the United States or to affect conduct of the United States Government.

The original act was passed on November 26, 2002, and was originally set to expire in December 2005. It has been extended by Congress several times since and currently is slated to expire in 2027.

So, for 23 years, TRIA has consistently been offered on every aviation insurance quote at the time of purchase every year. The cost varies, but on average it is usually about 0.01 percent for the physical damage portion and can be as high as 60 percent of the liability premium for the liability portion. This coverage is in addition to the war risk coverage that is offered on most quotes, although some carriers will discount the TRIA pricing if war risk is purchased. Over the life of the program, it is estimated that over \$50 billion in TRIA premiums have been paid to insurers. This includes the entire insurance industry and is not limited to the aviation insurance sector.

So, should you buy TRIA? That is a personal decision, but most of our clients do not as they do not expect their aircraft to be involved in a terrorist event that meets the requirements laid out above. We all assume that these types of events will never happen to small general aviation aircraft, but if recent events have taught us anything, it is to expect the unexpected. Still, the requirements to trigger TRIA coverage would require an enormous event. One thing to keep in mind is that if you buy war risk coverage on your aircraft insurance policy, you have a limited amount of coverage for terrorist events. In our discussions with insureds, most are comfortable with that level of coverage after examining their risk. Every risk is different, so evaluate yours and make your decision based on your needs and not on what others do.

If you have any questions about TRIA or any other insurance issues, please do not hesitate to contact Acrisure and talk to an ABS insurance representative. We can help guide you through this decision.



Barry Dowlen is Head of Growth for Acrisure Aerospace. With over 30 years in aviation insurance as an agent, underwriter and a corporate leader, Barry is a Private Pilot and holds a Bachelor's Degree in Aerospace Administration. Barry is a member of the Agents Advisory Board for several insurance companies.

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N16BK 2012 G58 BARON NXI



2440 TT Since New, Left and Right IO-550 780 SMOH, Scimitar Props, Factory Air Cond, Known Ice Package, Long Range Fuel, Garmin G1000 NXi Glass Panel Flight Deck w WAAS and Synthetic Vision, Class B "TAWS" Package, GTX-345R Transponder with ADSB In/Out, Garmin GDL-69 WX Datalink, Garmin GWX 75 Digital 4 Color Weather Radar System, Garmin GTS-800 Active Traffic System, Price= \$1,150,000

N15AE 2006 G36 BONANZA



1125 TT Since New, Garmin G1000NXi Avionics Upgrade w WAAS & Synthetic Vision, Garmin GFC-700 Autopilot, Garmin GTX-345R w In/Out, ADSB Traffic & Weather, Garmin 820 Active Traffic, Flightstream 510, No Damage History, Price= \$695,000 with Bonanza School

N316P 1999 A36 BONANZA



1995 TT, 355 SMOH, Air Cond, KFC-225 Autopilot/FD/HSI w Alt & VS Preselect and Yaw Damp, EFD-1000 EFIS PFD w Synthetic Vision, GTN-750 GPS/Nav/Com w WAAS, ADS-B Traffic & Weather, Skywatch, Flight Stream 510, Excellent Paint and Interior, NDH Price = \$499,000

N29959 1986 Turbo-Normalized A36 Bonanza



4495 TT Since New, Tornado Alley Whirlwind III Turbo-Normalized IO-550 962 SMOH, D'Shannon Tip Tanks, Speed Brakes, 3 tube Aspen EFIS, Garmin GTN-650, GNS-430W, JPI 730, KFC-150 Autopilot, Paint in Beautiful Condition Price= \$399,995

N825EC 1999 JAGUAR EDITION A36 BONANZA



090 TT Since New, IO-550 300 Horsepower Engine 1286 SFRM, 698 Since New Crankshaft, Cams & Lifters, Full TKS Anti Ice System, Factory Air Conditioning, Osborne 20 Gallon Tip Tanks, King KFC-225 Autopilot, Price= \$449,000 with Bonanza School

N550LM 1990 Turbo-Normalized F33A Bonanza



3270 TT Since New, Tornado Alley Whirlwind III Turbo-Normalized IO-550 240 SMOH by Western Skyways, Osborne Tip Tanks, Dual Garmin G5 EFIS, GFC-500 Autopilot, GTN-750Xi, GTX-345, FlightStream 510, Factory Air Conditioning, Price= \$395,000

N4242D 1956 G35 Bonanza



4340 TT Since New, E-225-8 Engine 1160 SMOH, 2 Blade Harzell Constant Speed Prop 35 Since Overhaul, Garmin GI-275 MFD, Garmin GNX-375 GPS, Garmin GMA 345 Audio Panel, New Seats, Sidewall, Headliner 2023, Price= \$85,000 with Bonanza School

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A Lesson from a Flap Motor Failure

By Tim Witte

After a nearly 20-year hiatus from general aviation, I happily returned to flying in 2024. Compounding that absence, I was a relatively low-time pilot, with just 110 hours in my logbook. My goal was practical: I wanted a commuter aircraft to travel between my new home in central New York and my workplace just north of Baltimore, Maryland.

In late 2024, I became the proud owner of a vintage Beechcraft® Bonanza D35. I fully recognized that I was taking a significant step up into a high-performance, complex aircraft. Even so, I couldn't have been happier.

Up to that point, all of my experience had been in fixed-gear, relatively simple aircraft such as the Cessna 172. Fortunately, I found a CFII at my home airport who specialized in vintage Bonanzas. For insurance purposes, I was required to log 10 hours of dual instruction in the aircraft. During one of those flights, we encountered an unexpected issue: the flap motor failed.

I consulted the emergency procedures section of the POH but found no guidance specific to flap motor failure. Because we were on a local flight, we returned to the airport with approximately 15 degrees of flaps and made an uneventful landing.

Afterward, I had the flap motor removed and sent out for evaluation and repair. The diagnosis revealed an open circuit in the armature. Initially, I viewed the event as little more than an inconvenience. Upon reflection, however, I realized it had the potential to become far more serious.

The flap system in a D35 Bonanza uses a three-position switch: UP, DOWN, and a central NEUTRAL position. In the neutral position, no voltage is applied to the flap motor. When placed in the UP position, the switch supplies continuous voltage to the motor until the up-limit switch—located in the left main wheel well—is actuated, opening the circuit and stopping the motor. The same principle applies in the DOWN position: Voltage is applied continuously until the down-limit switch opens the circuit.

When the failure occurred after I selected UP, I cycled the switch between DOWN and UP several times, as well as checked the circuit breaker. Ultimately, I left the switch in the UP position. In hindsight,



Flap motor (B55 installation shown; similar in D35).

that was a mistake. I should have returned the switch to the NEUTRAL position to remove all voltage from the system.

In this instance, the failure was an open circuit in the armature, which prevented further current flow. But had the motor shorted internally or become mechanically bound while the switch remained in the UP or DOWN position, continuous voltage could have been applied to a stalled motor. That scenario carries the risk of overheating and, in a worst case, an in-flight cabin fire—one of aviation's most serious hazards.

Yes, circuit breakers are designed to protect against such events. But breakers can fail, and prudent airmanship requires that we not rely on them as our sole line of defense.

Although the POH did not provide a specific procedure for flap motor failure, the safer course of action was clear in retrospect: place the flap switch in the neutral position to remove electrical power from the circuit.

The flight ended uneventfully. The lesson, however, was lasting. Even seemingly minor system failures can contain hidden risks. Should I encounter a similar situation in the future, I will ensure the system is de-energized immediately.

Experience, especially after a long hiatus, is a powerful teacher. 



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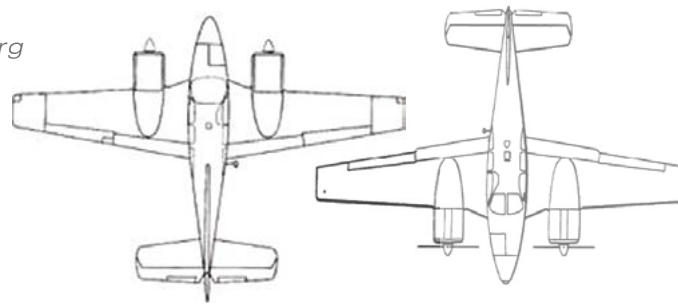
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On short final to KGTU Runway 18.

My Last Flight—A Grand 71-Year Run

By George Brown

Many pilots fly to live, transporting passengers or cargo or conducting business. Others live to fly for pleasure, personal travel, and the challenge to constantly learn and improve as pilots.

Obviously, I'm in the latter group. However, in a pilot's flying career whether it be military, commercial, business, or personal, there is a point where it's time to voluntarily relinquish his or her pilot-in-command status.

A brief history

Since flying as a young passenger in a Texaco DC-3 and then being taught hands-on control and management of the airplane and its powerplants, I've been hooked on flying, especially multiengine

aircraft. Oh, the year was 1950, I was 10 years old, and that first flight for me was from New York-La Guardia to Houston-Hobby.

At Memphis I was the last passenger on board and was invited by the single pilot, Fred Acres, to sit in the right seat as "SIC" (second-in-command-in-training so-to-speak). For starting the right engine, as instructed I looked out the window and counted 12 propeller blades as the engine turned over while Fred called out what he was doing to light the fires in the Twin Wasp's 14 cylinders. He had previously shown me what he would do throughout the start procedure. Then it was my turn to start the left engine, with his coaching of course.

During the climb, cruise, and descent, I was on the controls except for the rudder pedals that I couldn't reach. Under Fred's tutelage, I learned what today we call "power and pitch equal performance." Additionally, I learned to read the engine and flight instruments and to react accordingly. As I was 10 years old, I couldn't see over the top of the instrument panel so I learned to fly by instruments. And,

I also learned to fly the old low-frequency A-N radio range.

Soon after my turning 15 years old, I began training on a local grass strip in a Piper J3 Cub with my lessons funded by delivering *The Philadelphia Evening Bulletin* newspapers daily and Sunday. After my getting checked out in the airport operator's cadet- and student-weary Stearman, I passed my private checkride in the Stearman on my 17th birthday.

The airport owner, instructor, mechanic, and charter operator also owned an early Bonanza that he used for charters. Yes, it was a one-man operation with weekend volunteer help from me and a young gal who was also learning to fly. I traded polishing the Bonanza's natural aluminum skin for time in the Stearman, but I never got to fly the V-tail. However, I did get to start and taxi the Bonanza to or from its hangar behind the owner's house to the office/maintenance hangar. That was always a treat in itself.

My wife Kitty and I owned an unbroken line of airplanes that stretched over nearly five decades beginning in 1977 with the purchase of a 1975 Cessna 172M Skyhawk. Its Cessna successors were a Hawk XP, a Skymaster, and then a second XP. Prior to the 172M, I rented Piper Cherokee 140s and 180s from a local Piper dealer and flight school for training and local flights and Comanches for cross-country travel. My multiengine rating was earned in a Piper Twin Comanche and Seneca II, with the checkride occurring in the Seneca. I had yet to fly a Beech aircraft.

The Baron arrives

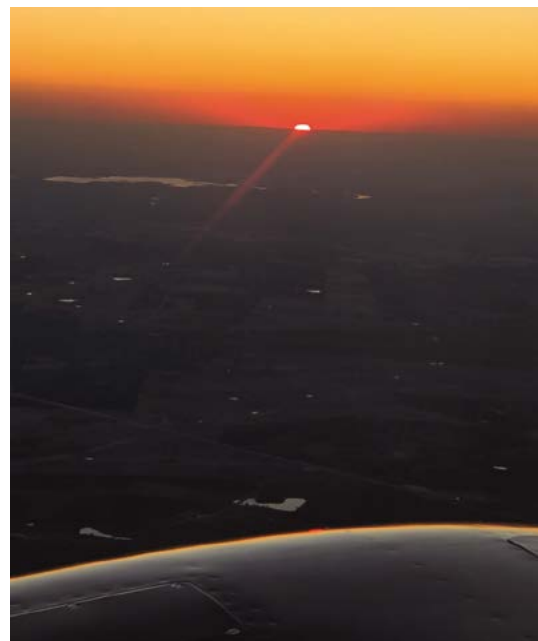
I can't point to a calendar and state where my fascination with Barons began, but it was well before we bought our first airplane. Back then, I considered the sleek Beech twin to be a thoroughbred designed for speed, but perhaps a little tough to handle as some high-strung racehorses can be. Well, as my experience with Seven-Tango-Golf has proven, I was half right. The Baron is fast, very fast, but it is not tough to handle. It just demands attention and precision piloting.

In the fall of 2012, I found and bought our Baron, N47TG, with 2,200 hours on its airframe, an equally attractive maintenance history, and more-or-less contemporary avionics. With an instructor on board for

the ferry flight to my home field KGTU in Georgetown, Texas, the first of two legs of the flight was uneventful. However, as fortune or perhaps misfortune would have it, the second leg from Mississippi to Texas proved to be an invaluable experience. The remote gyro failed soon after departure from the fuel stop, rendering the HSI, Flight Director, and autopilot as no more than ballast. My flying the Baron by hand with its partial panel was initially somewhat intense. But by the time we landed at KGTU, which included a descent through a thick layer of clouds, I felt like I was an extension of Seven-Tango-Golf and it was an extension of me.

Our rationale for accepting the expense of operating and maintaining the Baron was twofold: system redundancy and speed. In 1995 we lost the front engine in our Skymaster over inhospitable Texas/Louisiana swamps—the rear engine not only spared us from facing alligators and cottonmouth moccasins, it got us home. Redundancy worked! As to the Baron's

(continued on page 38)



Last flight sunset at 6,500 feet.

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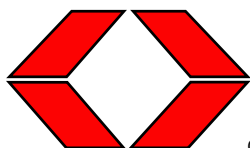


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Panel approaching Lampasas during return to KGTU: ETA 16:02 minutes.

speed, it let us fly out to fun places for the day and return that same night.

My course to relinquishing command

One of the problems that developed with my flying the Baron was my age. Over the past several years, insurance underwriters turned against aging pilots who flew high-performance singles or twins, and I felt the full effect of their action. When I turned 80, my insurance carrier of many years refused to quote on renewal. I had a perfect flying record of no accidents or incidents over my then-65 years as pilot-in-command. Plus, I was presented the FAA's Master Pilot Award. As good fortune somehow shined on me, another carrier quoted coverage on both my Hawk XP and Baron. The premium notably increased over what I had been paying, but it wasn't a showstopper. Additionally, the company required an annual FAA third class medical [BasicMed not acceptable], along with an annual flight review and IPC, all of which were reasonable to me.

Recurrent training was a given and I enjoyed both online and in-flight training, especially my BPPP flight with Tom Turner. I knew the Baron well: its construction, systems, capabilities, and limitations. However, shortly after I turned 81, Kitty began what turned into a three-year losing battle with terminal cancer. Because her ability to fly with me diminished over time to zero, my maintaining flight currency took an ever-increasing back seat to my caring for her ... again all the way to zero. But a little over a week after Kitty passed away in May 2024, I was airborne again after a hiatus of six months.

In the bottom half of 2024 and throughout most of 2025, the Baron and I traveled to distant destinations that included a business trip to the ABS headquarters in Wichita, Kansas, as chronicled in the October 2024 issue. Another memorable trip was to Lubbock, Texas, to take my son and his family out to lunch on Thanksgiving Saturday. Of course, there were weekly and even semi-weekly shorter day and nighttime flights, each frequently adding two-plus hours on the flight-hour meter.

It's here that I interject I was then 85. I knew I was slowing down and beginning to experience some of the inevitable physical and mental declines that plague seniors my age, but...the Baron wasn't slowing at all. My time for stepping down from the left seat was not far off. After flying the Baron for the past 14 years, I was spoiled by its classic Beech handling and, of course, its two engines. My return to my simpler, slower Cessna single was not an option, especially given that I hadn't flown it since Kitty got sick. My daughter Monique and her hubby had been flying it, so I sold it to them.

The last flight

In mid-2025 I met Rita and after a few months with her nearly continuously at my side, I asked if she would like to go for a flight in the Baron. Her first flight in Seven-Tango-Golf proved to be exciting—not somewhat scary as she was initially concerned it might be. She later explained there was the confidence builder of watching the “captain” at work: reading checklists aloud, manipulating the control levers for the two engines, and focusing attention to the airplane



City of Copperas Cove with KGTU 11 minutes ahead.

and the flight. This was her first time in any airplane smaller than a Boeing or Airbus and she was surprised by the Baron's airliner-like ride, even during ground operations. Actually, she was so captivated by the whole experience that she took a number of photos and videos throughout the entire flight including our over-the-fence short final, touchdown, and rollout.

A few weeks later, November 9, 2025, to be exact, we made a sunset flight so Rita could witness the unobstructed progression of a sunset at altitude, well above the clutter and visual restrictions of terra firma and our urban surface environment. Again, she took photos and videos of the flight. I flew us northwest to Brownwood where one of her daughters lives and made a circle around the town at our cruising altitude of 6,500 feet. Our return to KGTU at 5,500 feet concluded with a nighttime approach and landing. I wanted to share with her what a lot of aviators take for granted; specifically, the excitement of a daylight departure, the magnificence of the constantly changing light and color of sunset and twilight, and then the unique ambience

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of nighttime flight. My planned finishing touch was approach and arrival back at KGTU guided by the brilliant PAPI, runway, and taxiway lights. Rita was enchanted by it all, which in time would prove to be significant for me.

A few weeks after that perfect flight ending with a textbook visual approach and faultless nighttime landing, I knew my time had come to relinquish my pilot-in-command status. I had a clean record as a licensed pilot with thousands of hours of memorable flights, especially the most recent one. Between the activities surrounding

the upcoming holidays, inclement weather, health issues, and so forth, that November launch into the sunset and night was my last flight with a very special passenger beside me.

I wrote a classified ad for the Baron that ran in the December 2025 and January 2026 issues of this magazine. Seven-Tango-Golf sold in early February and flew to its new home in Little Rock, Arkansas. Although I regularly recall with fondness my hours as PIC, I've neither experienced any seller's remorse nor have I missed attending to and flying the Baron. Not even for a millisecond—it was my time to go.

Epilogue

So where am I going from here? As far as flying goes, I'm not grounding myself, at least not yet. I'll maintain my third class medical certificate for as long as I can. With my certificate I'll fly as instrument safety pilot with Monique in her Hawk XP. And, there will be those \$200 hamburger lunch flights with my son, Rock, as his passenger and traffic spotter in his Piper Saratoga. Of course, I'll be helping Monique with approved preventive maintenance on her Hawk. My tools and maintenance equipment are now hers and I'm teaching her how to use them. Perhaps someday she will use them to maintain a Bonanza. After all, she is a member of ABS.

Without the Baron to lavish my attention and money on, my go-places, do-things, life-after-Baron vehicle is a planned-for and recently acquired 1955 Ford Thunderbird. And best of all, I have a Life membership with ABS and am staying with *ABS Magazine* as editor. It has been a grand 71-year run...and it has a lot farther to go. 



Landing rollout at KGTU concluding last flight.



My go-places, do-things, life-after-Baron toy.

NEW AIRWORTHINESS INFO

Lycoming Connecting Rod AD Updated

The FAA is superseding Airworthiness Directive (AD) 2024-21-02, which applies to Lycoming Engines model engines that have certain connecting rod assemblies installed. The new AD 2026-04-11 expands the applicability of the required actions, which potentially affects a wide range of Lycoming engines including those on Beech Travel Airs and 56TC/A56TC Barons.

AD 2024-21-02 required repetitive oil inspections for bronze metal particulates and, if found, additional inspections of the connecting rod bushings for damage, proper fit, movement, and wear, and replacement if necessary. As terminating action to the connecting rod bushing inspections, AD 2024-21-02 also required replacement of the connecting rod bushings with parts eligible for installation. Since the FAA issued AD 2024-21-02, the ship date range for potentially

affected parts that may be subject to connecting rod failure has been expanded, and additional parts that are eligible for installation have been identified. This AD requires the actions in AD 2024-21-02 and expands the applicability. The FAA is issuing this AD to address the unsafe condition on these products.

AD 2026-04-11 is effective April 8, 2026. See the AD for the list of affected parts numbers, new parts eligible for installation, required actions and deadlines, and credit for work previously performed in response to the earlier AD.





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New Baron Heartache

By Stanley Dratler

My wife and I purchased a beautiful Cessna 172 that she used to earn her Private Pilot certificate. We then both used it for our instrument ratings and I got my Commercial certificate with single-engine rating.

When we outgrew the Cessna, we started the search for a Beechcraft®. At first, we were looking at a V-tail, but soon realized that we could purchase a Baron B55 for about the same amount of money. So I went to get my multiengine rating. Shortly thereafter, we stumbled onto a 1975 B55 in California that was within our budget. Trying to be a smart buyer, I arranged for a prepurchase inspection by a reputable independent mechanic on the field where it was based. The report came back with glowing results and only two squawks: The heater was inop and the uplock roller on the right main gear was frozen.

The current owner agreed to go half on the overhaul of the heater, and his mechanic said that all he had to do was lubricate the uplock roller. Big mistake.

My wife and I flew out to California on a commercial airline with a return ticket to our home in Florida in case the plane was not as represented. Instead, it was much better than we expected. We closed the deal right then and there. My insurance company requires that I get at least 25 hours of dual in the same type of

(continued on page 44)



Stanley Dratler
and his wife.



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11-19-91	hobbs	895		AD Compliance checked thru 91-23 I certify This aircraft has been inspected and found to be in airworthy condition for the intended flight. Right gear actuator rod removed, right gear brake locked in down position, gear breaker safety open, gear handle Pleasured
12/9/91	FHM	3696.5		12/9/91 FHM:3696.5 N418D Beech 95-B55, #TC-1804 AIRCRAFT REPAIRED MAIN WING SPAR (that was pierced by right main- gear torsion rod) BY CUTTING OUT DAMAGED AREA AND INSTALL- ING NEW WEB SKIN PN 002-430018-13, INSTALLED NEW L.G. ROD- ASSY PN 45-815003-1, NEW ARM ASSY PN 002-430024-1 AND NEW TUBE ASSY PN 35-815007-6. INSTALLED NEW RIGHT L.G. MAIN- ROD ASSY PN 35-815125-60A. LANDING GEAR GEAR BOX REMOVED, DISASSEMBLED, INSPECTED, MAGNAFLUXED GEARS, PARTS REPLACED WITH AS REQUIRED, REASSEMBLED AND TESTED IN AIRCRAFT. L.G. RIGGED AND FUNCTIONAL TESTED, NO DEFECTS NOTED.-----end-----

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Repair Station #VVGARS004 Tampa, FL 33607
WORK ORDER # 16547

Logbook entry for first (improper) repair in 1991.

aircraft before they would insure me. Since I was already legal to fly the plane, we had planned on me flying it back home and just hoped that we did not have any mishap that would require insurance to get involved. As it turned out, the current owner was a multiengine instructor and was willing to fly with us, giving me instruction all the way back home.

The flight was uneventful and we did a lot of training all the way back. Single engine, steep turns, emergency landings, etc. It was a long trip back with six stops along the way with no problems. The plane functioned perfectly.

After dropping off the previous owner, I still needed more dual hours to satisfy the insurance company, so I made arrangements with a nearby MEI to get the rest of my hours of dual. My wife flew the Cessna, and I took the Baron over for lessons. After a few pleasantries, I took off with my instructor in the right seat.

Full power, rotate, lift off. Gear up. ONE IN THE GREEN! I knew that wasn't quite right. I looked at the instructor and he looked at me. "Let's put them down and see if they lock." So, gear down. Three in the green. "Ok, let's cycle them and see if they go up," was his advice. Gear up. One in the green!

"I guess that we need to land to find out what is going on." Gear down. Three green. Perfect landing. No problem. We taxied over to a mechanic on the field to see if he could help. He was very busy, so we had to leave the Baron to be inspected. My wife took me home in the Cessna.

Two days go by, and I get a call from the mechanic. "Bad news. The plane is a total loss." I could not believe my ears. This was my new baby that I had barely even flown, and now it was a total loss. Why, why, why? The explanation was quite simple. The right uplock roller (yes, that one) had frozen. The first time that I pulled up the gear on this trip, the drive rod that pulls the gear up had fractured and so that wheel just stayed locked down. One in the green. When I cycled the gear, the piece of the rod that had fractured was pushed out and went through the webbing of the wing spar, making a large hole in the web. Cycling the gear again just made the hole bigger.

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It turns out that the uplock roller cannot be lubricated and must be replaced. As the new mechanic explained, the only legal fix now would be to remove both engines and both wings, everything in the airplane attached to the spar, and buy a new spar from Beech. Then put everything back on the airplane and make it all work. The labor alone would be more than the value of the airplane. Thus, a total loss!

When I was done crying, the mechanic said the only alternative that he could consider would be to get the airplane to a Beechcraft® dealer where they could deal with the engineers at Beech to come up with an approved repair. Not wanting to give up on my baby and not wanting to risk an insurance problem since I still did not have 25 hours of dual, we came up with a plan. The mechanic would pull the circuit breaker for the gear. He would add an aluminum tube to the right gear so that it would be "stiff legged" and not able to be raised, and labeled the gear switch INOP. He would get an FAA ferry permit, and I would fly under the hood with the MEI (logging dual instruction) to the Beechcraft® dealer in Tampa, Florida, and pray. My wife would follow in the Cessna and bring us all back to where we started.

With a plan in place, we all took off and flew to Tampa gear down. No problem. We left the Baron and waited and waited and waited. After three months with no information, we were told that the engineers at Beech had come up with a solution. They would put a piece of webbing behind and in front of the hole and use rivets between the two layers to close the hole. \$5,000 and we were back in the air. I then completed my 25 hours of dual, and we spent the next three years flying all over the country in our beautiful Baron. My wife got her multi in the Baron, and I got my multiengine commercial. We went through three annuals, and all was well until the fourth annual.

On the fourth annual, the mechanic just casually asked to see the paperwork on the spar repair. I, of course, had the receipt for the work but could not find a 337 or any official paperwork for the repair. Multiple calls to Beechcraft® of Tampa went unanswered. After three months of the Baron sitting on the ground, with no annual, I finally received a call from the manager. He

DATE	RECORDING TACH TIME	TODAYS FLIGHT	TOTAL TIME IN SERVICE	DESCRIPTION OF INSPECTIONS, TESTS, REPAIRS AND ALTERATIONS ENTRIES MUST BE ENDORSED WITH NAME, RATING AND CERTIFICATE NUMBER OF MECHANIC OR REPAIR FACILITY. (SEE BACK PAGES FOR OTHER SPECIFIC ENTRIES.)
1992				CERTIFY THAT THIS <u>Beech</u> HAS BEEN INSPECTED IN ACCORDANCE WITH A (100-HR ANNUAL) INSPECTION AND WAS DETERMINED TO BE IN AIRWORTHY CONDITION <u>AT THIS TIME</u> SIGNED <u>[Signature]</u> DATE <u>MAY 01-92</u> A&P <u>[Signature]</u> TOTAL TIME <u>3724.6</u>
6/23/93 FHM:1023.5 N63RJ, Beech B55, TC-1804, Aircraft Log- WING CENTER SECTION FRONT SPAR AFT WEB (SKIN) AT RBL 7.0 WAS REPAIRED PER DRAWING RW16547-1, SHEET 1 of 1 dated- 6/21/93 AND ENGINEERING REPORT ACR-062393 dated 6/23/93, IN ACCORDANCE WITH FAA FORM #337.8110-3 APPROVED DATE BY DER SO-327 dated 6/23/93.-----end-----				
UNITED BEECHCRAFT, INC. (Authorized Signature) 2450 No. Westshore Blvd. Repair Station #VG4R595M Tampa, FL 33607 WORK ORDER # <u>19708</u>				

Logbook entry for second (correct) repair in 1993.

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)				Form Approved OMB No. 2120-0020	
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).				For FAA Use Only Office Identification	
1. Aircraft	Make BEECHCRAFT	Model B55	Nationality and Registration Mark U.S.A. N63RJ		
2. Owner	Name (As shown on registration certificate) SERENITY INC.	Address (As shown on registration certificate) 355 NW 313 AVE HILLSBORO, OR 97124			
3. For FAA Use Only					
4. Unit Identification					
Unit	Make	Model	Serial No.	Repair	Alteration
AIRFRAME	***** (As described in item 1 above) *****			XXX	
POWERPLANT					
PROPELLER					
APPLIANCE	Type				
	Manufacturer				
5. Conformity Statement					
A. Agency's Name and Address UNITED BEECHCRAFT, INC. 2450 No. Westshore Blvd. TAMPA, FLORIDA 33607 813-878-4500 Repair Station #VG4R595M		B. Kind of Agency ☐ U.S. Certificated Mechanic ☐ Foreign Certificated Mechanic ☒ Certificated Repair Station ☐ Manufacturer		C. Certificate No. VG4R595M	
D. I certify that the repair and/or alteration made to the unit(s) identified in item 4 above and described on the reverse or attachments hereto have been made in accordance with the requirements of Part 43 of the U.S. Federal Aviation Regulations and that the information furnished herein is true and correct to the best of my knowledge.					
Date JUNE 29, 1993		Signature of Authorized Individual [Signature]			
7. Approval for Return To Service					
Pursuant to the authority given persons specified below, the unit identified in item 4 was inspected in the manner prescribed by the Administrator of the Federal Aviation Administration and is ☒ APPROVED ☐ REJECTED					
BY	FAA File Standards Inspector	Manufacturer	Inspection Authorization	Other (Specify)	
	FAA Designee ☒	Repair Station	Person Approved by Transport Canada Airworthiness Group		
Date of Approval or Rejection JUNE 29, 1993		Certificate or Designation No. [Signature]	Signature of Authorized Individual [Signature]		

FAA Form 337 Page 1.

NOTICE	
Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.	
6. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)	
U.S.A. N63JL JUNE 29, 1993 WING CENTER SECTION FRONT SPAR AFT WEB AT RBL 7.0 WAS REPAIRED PER DRAWING RW16547-1, SHEET 1 of 1 dated 6/21/93 AND ENGINEERING REPORT ACR-062393 dated 6/23/93, IN ACCORDANCE WITH FAA FORM # 8110-3, APPROVED DATA BY DER S0-327 dated 6/23/93. -----end-----	
UNITED BEECHCRAFT 2000 WING CENTER TUCSON, ARIZONA 85705-0001	
☐ Additional Sheets Are Attached	

FAA Form 337 Page 2.

AVIATION CONSULTANTS ENGINEERING REPORT ACR-062393 STRUCTURAL SUBSTANTIATION - WING CENTER SECTION FRONT SPAR AFT WEB DAMAGE REPAIR - RBL 7.0 BEECH MODEL B55 S/N TC1804 A/C N63RJ
DATE: 6/23/93

Engineering Report Page 1.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION				DATE
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS				JUNE 29, 1993
AIRCRAFT OR AIRCRAFT COMPONENT IDENTIFICATION				
MAKE	MODEL NO.	TYPE (Airplane, Radio, Helicopter, etc.)	NAME OF APPLICANT	
BEECH	B55	AIRPLANE	CONSULTANT	
LIST OF DATA				
IDENTIFICATION		TITLE		
RW16547-1 SHEET 1 OF 1 N/C 6/21/93 ACR-062393 N/C (6/23/93)		THE FOLLOWING DATA PREPARED FOR UNITED BEECHCRAFT, INC. OF TAMPA, FL.: DRAWING - SPAR WEB REPAIR ENGINEERING REPORT - "STRUCTURAL SUBSTANTIATION - WING CENTER SECTION FRONT SPAR AFT WEB DAMAGE REPAIR - RBL 7.0 BEECH MODEL B55 S/N TC1804 A/C N63RJ"		
END		END		END
PURPOSE OF DATA TO PROVIDE A RECORD OF APPROVAL OF THE ABOVE DATA APPLICABLE TO B55 S/N TC1804 REG. NO. N63RJ.				
APPLICABLE REQUIREMENTS (List specific sections)				
FAR 23.301	FAR 23.333	FAR 23.611		
23.303	23.603	23.613		
23.305	23.605	23.615		
23.307	23.609	23.625		
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numbered _____ have been examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.				
I (we) Therefore ☐ Recommend approval of these data ☒ Approve these data				
SIGNATURE(S) OF DESIGNATED ENGINEERING REPRESENTATIVE(S)		DESIGNATION NUMBER(S)	CLASSIFICATION(S)	
[Redacted Signature]		[Redacted Designation]	STRUCTURES	

FAA Form 8110-3 (11-70) SUPERSEDES PREVIOUS EDITION

FAA Form 8110-3.

sheepishly admitted that they had never contacted the Beechcraft® factory, and the shop foreman had just decided that this would be a reasonable repair and did it with no approval with no paperwork! You can imagine my shock.

At that point, the manager agreed to send an aviation engineer down to where the plane was to get engineering diagrams for a proper, legal repair and to get them approved by Beechcraft® and the FAA, along with a Form 337. In addition, once the diagrams were approved they would send a team of mechanics to where we had the airplane to complete the repairs and to sign off the logbooks. They would, if I wished, lend me a new Baron to fly in the meantime while the repairs were being completed. All at no charge.

The engineer arrived, completed his drawings, got them approved by the engineers at Beech, and the repairs were done in this facility. When I questioned the engineer whether he thought that the original repairs were safe, all he would say is that he would not let his family fly in that plane with those repairs.

You would think that would be the end of the story, since we have been flying that Baron for 20 years after that incident. But wait. I was so angry that I was flying in a possibly unsafe airplane for four years that I filed a complaint with the FAA against the shop foreman who did the original unapproved work. I never heard from the FAA as to whether any action was taken against the

INTRODUCTION:

THE FOLLOWING ANALYSIS SUBSTANTIATES THE REPAIR OF DAMAGE PERFORMED ON THE WING SPAR WEB AS SHOWN IN UNITED BEECHCRAFT DRAWING NO. RW 16547-1. THE CAUSE OF DAMAGE WAS PUNCTURE BY THE LANDING GEAR ACTUATION SYSTEM. THE DISCREPANT AREA WAS CUT OUT TO REMOVE ALL SHARP EDGES AND A DOUBLER ADDED TO AMPLY RESTORE THE MISSING SECTION'S STRUCTURAL CAPABILITY.

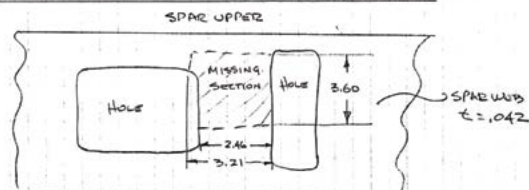
APPROACH:

THE REPAIR APPROACH IS TO EQUAL OR SURPASS THE CAPABILITY OF THE MISSING (DAMAGED) SECTION WITH A DOUBLER MANUFACTURED OF THE SAME MATERIAL, THICKNESS AND CONFIGURATION AS THE SPAR WEB. THIS DOUBLER IS ATTACHED SUCH THAT THE FASTENERS FULLY DEVELOP THE SHEAR FLOW CAPABILITY OF THE WEB.

ACR-062393

ANALYSIS

SHEAR CAPABILITY OF MISSING SECTION



WEB MATERIAL PROPERTIES WEB $t = .042$ IN., 7075-T62 CAD

$F_{TU} = 72 \text{ KSI}$, $F_{TY} = 64 \text{ KSI}$, $F_{SU} = 43 \text{ KSI}$, $F_{RU} = 144 \text{ KSI}$
(REF. MIL-HNBK-5E) q_{D2}

SHEAR CAPABILITY OF MISSING SECTION

For $F_{SU} = 43 \text{ KSI}$

$$q_{MAX} = F_{SU} t = (43 \text{ KSI})(.042)$$

$$= 1806 \text{ LBS/IN}$$

FBD $q = 1806 \text{ LBS/IN}$

$V_{CET} = 1806 \text{ LBS/IN} \times 2.46 \text{ IN}$

$$= 4443 \text{ LBS}$$

ACR-062393

Engineering Report Page 2.

Engineering Report Page 3.

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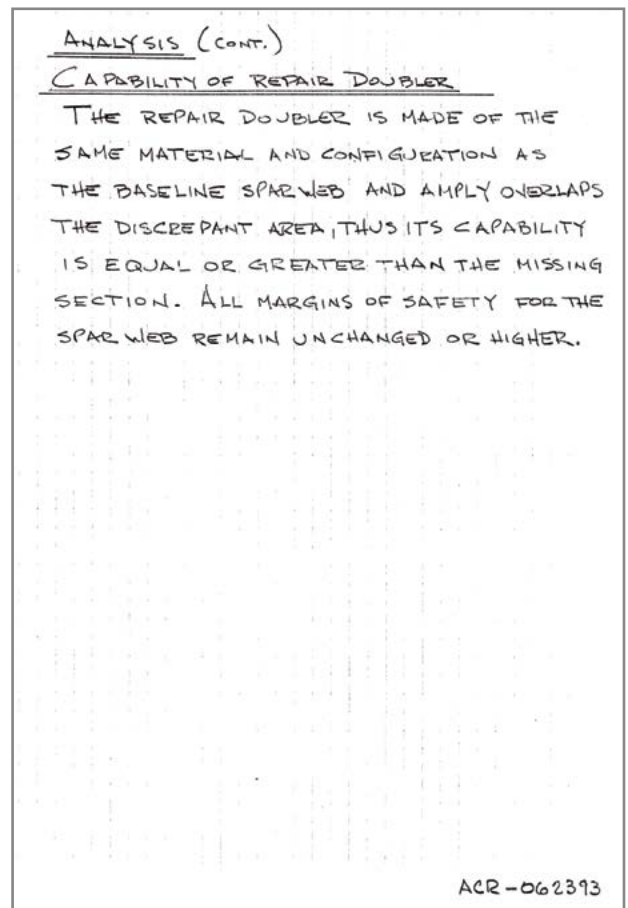
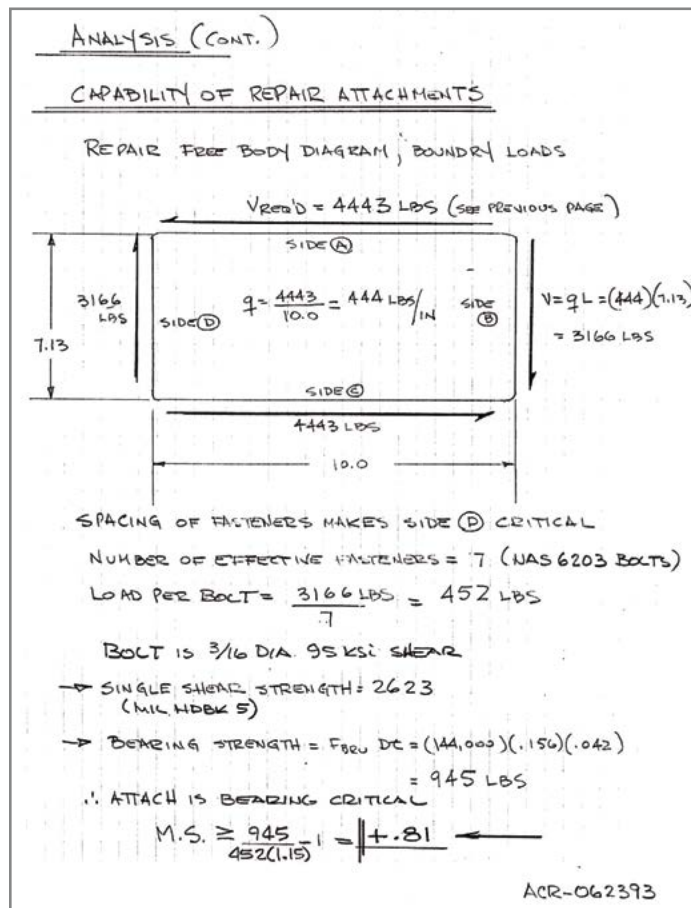
- ❖ Baron 58 Kit Part Number is KATS-16-002
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shop foreman, but I did receive a charge against me from the FAA that I had violated the Federal regulation that says that no passengers are allowed to be carried on a ferry permit. After getting a lawyer involved and explaining why the instructor had to be aboard as a required crew member and not a passenger, the item was dropped.

Beechcraft® of Tampa no longer exists. Who knows where the shop foreman went on to. The plane has flown without any problem from the spar and has now gone through 20 annuals since. I guess that all's well that ends well.

But wait: In early 2024, I received a message from a pilot in Australia who had exactly the same problem that we had. During his recent annual, the shop put his B55 up on jacks and was exercising the gear when, you guessed it, the uplock roller froze, the rod fractured and put a new hole in the wing spar web! He was hoping that I had my original engineering paperwork to show the approved repair, so that he could convince the authorities in Australia of his repair. Deja Vu all over again! 

Ten of the illustrations show the documentation required for the repair of the damaged wing spar carry-through web. The first two are copies of the airframe logbook entries. The next two are the Required FAA Form 337 and for this case, also the FAA Form 8110-3. The last five are copies of the engineering report that was necessary to demonstrate the repair met or exceeded the structural strength required for the aircraft's airworthiness. – ed

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To participate, upload copies of your certificates into your ABS Aviator account online. Log into your account, click on the ABS Aviator tab, and upload certificates using the grey plus button. If you have any questions email us at info@bonanza.org.



New Life Membership

ABS extends a warm welcome to this member who recently became an ABS Life Member: Year indicates when the member originally joined ABS.

John Hardin (2026)
Terrell, TX

Eric Hoverson (2026)
Saint Augustine, FL

Raymond Villalba (2015)
Katy, TX

Eddie Kirkland (1998)
Nashville, TN

Surly Bonds

ABS extends condolences to the families and friends of these ABS members who recently passed away:

Douglas Decker
Pawleys Isle, SC
A member since 1995.

Hendrik Krueger
Rockport, TX
A member since 2022.

Ron Timmermans
Orlando, FL
A member since 1982,
he flew a 1994 A36.



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Remembering Ron Timmermans

By Susan Delgado

Student, instructor, educator, mentor, and friend are just a few ways people have described Ron as we remember him and his wife Barbara, both who passed away February 11, 2026.

Ron's aviation resume, which began in 1998 when he became a flight instructor, is second to none: 2021 FAA Flight Instructor of the Year, 2022 NAFI Instructor Hall of Fame inductee, a regular on the Aviation Safety circuit supporting ABS, his local FAASTeam, the Florida Aviation Network, PBPT, AOPA, EAA, and many others. He was also awarded the Larry Enlow Award, which recognizes outstanding contributions to general aviation safety and training.

But Ron didn't care about the accolades. He cared about those around him and the many aviators he met throughout his aviation endeavors. Ron was a fixture at just about every aviation event I participated in over the last decade. Ron was someone who, once you met him, you would not forget him. He was truly interested in connecting with people, especially pilots. Ron cared, and he made you feel like the most important person in the world when you were with him. He wasn't distracted by other things. He focused on each word and was genuinely interested.

Fuad Ramadan, who trained under Ron, summed it up best: "Ron was calm, meticulous, thorough, patient, serious, courteous to a fault, and a great communicator. He was a man of strong faith and deep compassion. You instantly knew that he genuinely cared about everyone around him. Our preflight briefings always started with a full update on each other's lives: spouses, children, parents, health, jobs, homeland, activities, etc." It isn't hard to find pilots who knew Ron, especially in the Beechcraft® community, but even across many other pilot communities. Countless ABS members (I would guess hundreds) have Ron's



Ron and Barbara Timmermans with their beloved dog that survived the crash.

signature in their logbooks and like me, may have it multiple times. That is because Ron was thoughtful and genuine. People were drawn to him. As another student, Justin Graff, recalled, "He was so patient sitting with me at a table as I asked all kinds of questions. How he could remember me by name, among all the people he talked to over the years, is beyond me. It clearly was one of his unique talents."

During each recurrent training session where I shared my cockpit with Ron, he would cover the most important procedures based on his experience of training so many pilots, and he would ask me what I wanted to practice. But even more importantly, he would also challenge me to do things that would get me thinking differently and create a teaching moment. It wasn't about going through the motions with Ron, it was about taking you to the next level each and every time you were with him. Justin Graff recalled that one time during an emergency, he relied on advice Ron had shared and attributes the success of his off-field landing to Ron's training that made him a better, safer pilot.

In Ron's own words in his bio, he noted, "I emphasize safety, standardized training, and helping you improve your skills and self-confidence."

I can recall on our last flight review in 2025, Ron asked me to set up for three back-to-back approaches under the hood, which were all pretty close together. I didn't have a lot of time to prepare, and that was part of the exercise. He wanted to challenge me to think on my feet, manage my avionics, talk to ATC, recognize when I needed to request delay vectors, or just understand my limits. He knew that sometimes we learn more from failing, and I know he would want us to learn from him even during this difficult time.



Ron (left) and Susan Delgado (right) on a training flight.



Ron as the 2022 co-inductee into the NAFI Instructor Hall of Fame, being presented the award by NAFI's Bob Meder.

Ron was an educator and shared his experiences and knowledge with the aviation community through presentations, podcasts, interviews, articles and of course, one-on-one. But what also made Ron special was his never-ending desire to learn—he was always a student. He believed that he could learn from anyone and everyone. He engaged in conversations with a passion for learning because he knew that knowledge is power and the more we know, the stronger we are.

After one of my long days flying with Ron, I flew home and noticed a fluctuation in my manifold pressure, which eventually led to a trip to my mechanic and a replacement part. A few months later, Ron and I caught up at an event, and I mentioned what had happened since the last time I saw him. Ron didn't just move on to the next subject; we spent the next 20 minutes talking about every aspect from the moment I noticed something to the troubleshooting to the repairs and the cause. We dissected a bit of our training flight to try to assess whether we should have noticed it sooner or if anything was different. We did everything except look at the engine data since I didn't have it handy! Ron cared, and his warm, honest demeanor drew us all in, which is why he has touched so many of us in so many ways.

I'm thankful for the many hours I spent with Ron, both flying around Florida and at aviation events throughout the country. When I think of Ron, I will remember his big smile (as seen in the many selfies he took with pilots) and passion for aviation safety. Rest in peace, Ron and Barbara. Blue skies. 

A memorial service for Ron and Barbara will be held on April 18, 2026, from 1:00 to 3:00 p.m. at the Spirit of Joy Church, 1801 Rouse Road., Orlando, Florida 32828. —ed

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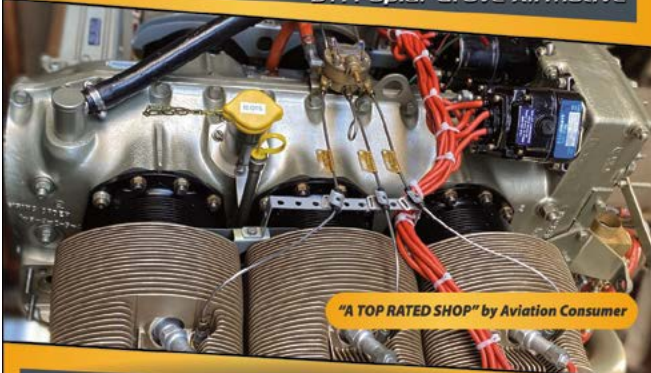
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Bridging Generations

N4560V continues a family aviation legacy

By Scott Crane

Our first seven years of Bonanza ownership were defined by countless days of disassembly, inspection, cleaning, and reassembly. Those long restoration days in the hangar were often complemented by future planning moments far from the airplane itself, as my family traveled the world, to places like Warsaw, Poland, and a live-aboard dive boat in the Bahamas. No matter where we were, we inevitably found ourselves talking about Bonanzas. Some of the best ideas for our 1948 Model 35 came while we were thousands of miles away from it.

The first post-restoration flight took place in June of 2020, marking the beginning of many incredible family adventures across the United States in our 70-plus-year-old family heirloom.

One of my first bucket list items was to fly N4560V back to where it all began—Ontario, California. I wanted to land and park on the same piece of tarmac where my uncle, Lewis Criley, parked his Bonanza in 1967 and gave me my very first airplane ride. My son Scotty and I made that goal a reality.

Working closely with the Ontario Airport Operations team, we obtained prior permission and arranged marshaling to the exact location at the old passenger terminal where Uncle Lewis parked in 1967. After flying from Poplar Grove, Illinois, to Ontario, we coordinated for my family to be escorted onto the ramp.

On June 4, 2022, we stood together beside our Bonanza—parked precisely where it all began 55 years earlier—for a family photograph that bridged generations.



Uncle Lewis with ABS jacket.



Our son Scotty was 16 years old when N4560V returned to the skies, and he has flown the majority of the 700-plus hours accumulated since restoration. He earned both his CFI and CFII in our Bonanza, a commitment that even caused him to arrive late to Oshkosh 2024 due to training demands and subsequent checkrides.

Between the two of us—mostly Scotty—we have flown our Bonanza to Oshkosh every July. In 2021, we proudly displayed N4560V at the American Bonanza Society tent and returned home as an award-winning aircraft, having received a Bronze Lindy Award from EAA.



Crane Bonanza over Poplar Grove.



Taxiing at Poplar Grove.

Poplar Grove Museum



Crane Family



Parked at a grass strip.



The Crane family at Beech Bash.



We have also been fortunate to fly our Bonanza to Sun 'n Fun each year, despite Scotty's demanding class schedule, which unfortunately does not recognize Sun 'n Fun as an official Spring Break.

As many in the Bonanza community know, the Beech Bash in the Bluegrass takes place each April. We attended the inaugural event and, arriving with an award-winning aircraft, were able to park in the center of the show. It quickly became clear that the Beech Bash organizers and the city of Madisonville, Kentucky, are among the most welcoming people you will ever meet. I would recommend this event to anyone who enjoys airplanes and genuine hospitality.

The timing of our restoration aligned perfectly with Scotty earning his ratings and building sufficient flight time to become insurable in the Bonanza. His first major training goal was to complete the Bonanza Pilot Proficiency Program (BPPP), which was easily arranged with Craig Bailey—a neighbor, mentor, and past ABS President.

I am confident that the training Scotty received through Poplar Grove Flight School, local mentor pilots, and the BPPP has provided a solid foundation of skills and aeronautical decision-making that will serve both him and our Bonanza well into the future. He will complete his mechanical engineering degree this spring and plans to pursue a flying career with the airlines, hopefully with UPS Airlines.

My hope is that our Bonanza continues to be shared by Scotty and our daughter Samantha—both ABS Life Members.

Samantha is currently attending Central Florida Aerospace Academy in Lakeland, Florida. She will graduate in 2027 and plans to pursue flying alongside a career in the Coast Guard. Her chapter as a Bonanza owner and pilot will begin soon.

Scotty's BPPP checkout with Craig Bailey.



Scotty and Samantha grew up at Poplar Grove Airport. Having our hangar in our backyard—filled with airplanes, bicycles, motorcycles, and golf carts—kept them and their friends busy and curious. I believe their early exposure to aviation fostered discipline, focus, and a passion for positive pursuits. Both became certified scuba divers at age 10 and advanced divers by age 12. Unsurprisingly, our family vacations usually involve either airports or dive boats.

Today, our post-restoration flying continues to be a joy. With many wonderful trips between Illinois and our winter home in Florida, we often find ourselves parked on ramps filled with modern business jets. It is not uncommon to see jet pilots and owners stop to rubberneck at our 77-year-old family heirloom—a timeless reminder that some airplanes carry far more than passengers. They carry stories.

Meet Scotty Crane

By Rebecca Groom



Name: Scotty Crane

Member Since: 9/28/2015

Hometown: Poplar Grove, Illinois

Occupation: Flight Instructor

Aircraft Type: 1948 Bonanza 35

Ratings: Commercial Single/Multi-Engine Land, CFI/CFII

You've been a member of the ABS since you were very young. What are some of your earliest memories of Bonanzas and the ABS community?

My earliest memories of Bonanzas date back to the mass arrivals at Oshkosh when I was around five years old. I remember loving the unique V-tail and sleek design of the Bonanza, and it became my dream airplane. Not long after that, we purchased N4560V, and I was introduced to ABS through my dad as he gathered the knowledge and experience necessary to restore it.

You earned all your pilot certificates and ratings in a Beechcraft® Model 35 Bonanza. What has it been like learning and progressing as a pilot in such a classic aircraft?

It is a blast. The airplane is very light and easy on the controls, which makes slow flight and stalls a breeze. At higher speeds, it's light enough that I can fly steep turns and lazy eights with two fingers on the yoke. Also, I had to speed up my thought process, since it goes a little faster than a 172. My career goal is to go to an airline and fly widebody jets. Flying the Bonanza, I had to get used to faster speeds than I trained in, so hopefully, the transition to a jet won't be as jarring.

Trips to Oshkosh and Sun 'n Fun have become a family tradition. What challenges and rewards come with those journeys?

Especially with Sun 'n Fun, the weather becomes the main challenge. Last year, I had to dodge a large weather system that stretched from Memphis to Charleston, West Virginia, with the threat of thunderstorms and nearby icing. In the end, the experience makes it worth it—learning to plan for and avoid weather, the views of the Smoky Mountains, and the friends and family I get to see.

What has ABS taught you about safety, decision-making, and training as a pilot?

Being a part of ABS has really made me appreciate how small and tight-knit the aviation community is, and how most people are happy to help out and share experiences. It really hits home on how important it is to know your airplane and how you should regularly practice maneuvers and procedures. And thanks to my training from ABS, I was able to get home safely after having a generator failure in the clouds. Had I not been familiar enough with the aircraft systems and emergency procedures, I might have drained the battery and not had the landing gear fully extended.

What advice would you give young pilots hoping to follow a path like yours—balancing training, family, and school while pursuing a career in aviation?

My advice would be to focus on school, as having a degree will open up opportunities outside of flying in case something bad were to happen, such as losing medical. And in flight training, find an experienced mentor who can teach the nuances and softer skills of flying, be that an instructor or an airline pilot. 

EAA Fly-Ins at Rutland, Vermont

EAA Chapter 968 Vice President Victor Rivas announced a series of 2026 EAA fly-ins to take place at Rutland-Southern Vermont Regional Airport (KRUT). Modern Aviation at KRUT offers a \$0.40 per gallon fuel discount on fuel truck full-service 100LL and Jet-A during EAA events.

All ABS members are welcome to attend these events:

May 2, 2026

EAA Chapter Fly-In

9 a.m. – 1 p.m.

Rain date: May 9

June 6, 2026

EAA Young Eagles Event

8 a.m. – 12 p.m.

Rain date: June 13

July 14, 2026

4 p.m.

Taco Night Social Event

August 15, 2026

EAA Young Eagles Event

8 a.m. – 12 p.m.

Rain date: August 22

September 12, 2026

EAA Young Eagles Event

8 a.m. – 12 p.m.

Rain date: September 19

October 3, 2026

9 a.m. – 3 p.m.

Leaf Peeper Fly-In

Rain date: October 10

For more information, see eaachapter968.com.



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ASK A MECHANIC

Ask a Mechanic answers questions about a specific airplane, system or operation presented by an ABS member, and are the opinion of the ABS Maintenance 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 Advisor's opinion. Aircraft owners, pilots and readers are advised to physically present airplanes and indications to a qualified mechanic before choosing a course of action.

Most Ask a Mechanic items come from the ABS Members' Forum at www.bonanza.org. Post your questions there under Ask a Mechanic and our advisors will post an answer...and you may receive great advice from your fellow ABS members as well. When someone replies to your question you receive an email telling you there has been a response. Forum items including Ask a Mechanic are automatically archived and searchable—so use the word search function for even faster answers in case your question has been asked by someone before you.

Finding “peak”

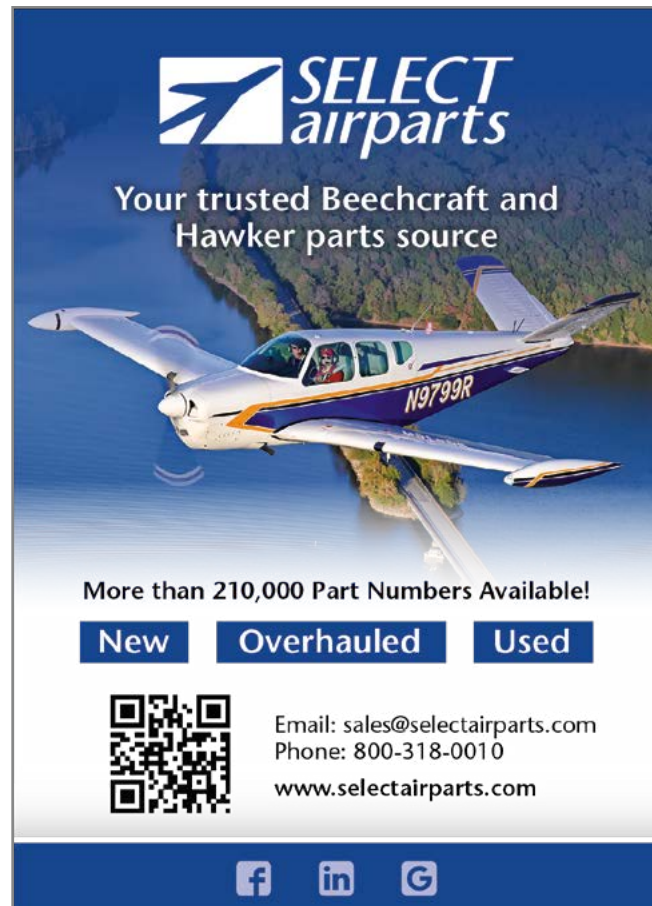
Ronnie Arnold
Springtown, Texas

Q: I have 1964 Debonair and the previous owner installed a new IO-470N in it. I appreciate the bigger engine and I certainly want to take care of it. I've seen videos of the rich of peak (ROP) and lean of peak (LOP) methods from Continental on the

technique, but my question is, how do I determine what “peak” is? I'm having trouble getting that information, or understanding it anyway.

A1: Pull out the owner's manual for your multi-probe exhaust gas temperature (EGT) monitor. It will not tell you where to run your engine, but it will advise the steps to set up and monitor the instrument for “peak” performance. Note that the cylinders will not all individually achieve peak EGT simultaneously, so if you are leaning from the rich side and want to operate ROP, the first EGT to peak is where you make richening adjustment from. From the rich side to run LOP, you would base further leaning on the last cylinder to peak. It never hurts to ask for a little dual from an accomplished LOP pilot or instructor familiar with your instrumentation. Never hesitate to ask questions, and if you need the instruction to be given slower so you can comprehend and understand, just say so. We are all in this to learn, and we all started out not knowing the information.—MT

A2: We address this in detail in the Engine Management Theory and Practical Engine Management modules of the Beechcraft® Essential Systems and Techniques (BEST) course for your Debonair, free in the ABS Online Learning Center at www.bonanza.org.—TT



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Landing gear would not retract

Brandon Powell
Northport, Alabama

Q: I'm thankful for the ABS learning course I did. The landing gear would not go down in my 35-B33 Debonair today. When I realized it wasn't going down, I checked the circuit breaker and it was good, so I pulled it and pushed it back in and tried again: nothing. I pulled the breaker again and began to crank, 50 turns and got a green light. I flew back to my home base with the gear down. The tower let me know the gear was down but after landing the light went out. Could this be a sensor problem or a motor issue?



ABS MAINTENANCE TECHNICAL ADVISORS



Bob Ripley

retired from Delta Airlines as a manager of line maintenance (Atlanta) and has run an FBO focusing on Beech maintenance for 20+ years.



Curtis Boulware

has managed a Bonanza, Baron, and T-34 Mentor-specific shop for 13 years, winning numerous national awards for T-34 restorations. He earned his Private in a T-34 and enjoys flying all models of the Beech piston family.



Dale Kraus

has over 37 years experience as an A&P and IA specializing in Beech airplanes and has extensive formal maintenance training. He is a 2300-hour pilot and past owner of an F33A.



Stephan Kraus

is an A&P and IA with over 15 years of experience. He has worked at a Beechcraft® Part 145 repair station that specializes in Bonanza and Baron landing gear and flight controls. He is now an owner of an FBO specializing in Bonanzas and Barons and is currently working on his Private Pilot certificate.



Ted Stephens

Is a veteran US Air Force crew chief and now owner of a Beech-focused maintenance facility in Missouri. He was one of the first graduates of the ABS Maintenance Academy.



Mike Thompson

has made a career maintaining and restoring ABS-type airplanes in the Pacific Northwest. He is currently restoring a veteran QU-22B Pave Eagle II Bonanza.

A1: There are a few things that could cause the gear to not extend or retract electrically and the motor is one possibility. All any of us can do is suggest possible causes, but there's nothing that can be done to determine what's actually wrong without putting the plane on jacks. Once that's done, a mechanic familiar with the Bonanza landing gear system that's equipped with the proper wiring diagram and a multimeter will be able to determine why your gear would not extend. On your last landing, the light likely went out because the gear was not manually extended quite all the way down, which is normally about 52 turns on the crank (you wrote that you made 50 turns until the green light illuminated). Those extra two turns will apply more down-lock force to each strut and depress the limit switch more. At just 50 turns, the down-lock force will be low (but apparently sufficient) and the switch that illuminates the panel light will just barely be depressed. Should this ever happen again, note that the POH specifies: Hand crank – Engage and turn counterclockwise as far as possible.—Shep Johnson on the ABS Member Forum.

A2: Emphasizing Shep's comment, anytime you manually extend the landing gear make sure that you turn the crank counterclockwise as far as it will turn (usually about 52 turns) and it hits the mechanical stops in the gearbox. You cannot do any damage to the gearbox when using the manual hand crank. Do not rely on the lights as an indication the gear is down and locked over-center.—BR

Location of field fuse for left alternator

Tracy Loyd

Broken Arrow, Oklahoma

Q: On my Baron 58, I cannot locate the fuse for the left alternator field wire. My initial internet search stated

it was located behind pilot pedals on the bulkhead. There was a fuse box containing six fuses. Is that the correct location?

A: The box is above the pilot's rudder pedals about 12 inches up. Both left and right field fuses are in same block.—BR

Climb with target EGT versus ACFP

Jon Zackary

San Marcos, California

Q: I'm a newer A36 owner (IO-550) still learning the ins and outs. Despite searching, I haven't been able to find a more direct answer regarding this: If you have an altitude compensating fuel pump (ACFP), during climb do you use target exhaust gas temperature (EGT) and lean every 1,000 feet or so or leave it full rich until cruise? Pros and cons of each?

A1: If the ACFP is set up correctly, the need for target EGT is minimized. This is provided you climb at full throttle, maximum RPM for prop, and mixture full rich, it will lean according to its set points. They can be tedious to set up, but with a flight check, you can find out how it is set up. I would also suggest that many of these aircraft may have been changed from the altitude compensating fuel pump without a change to the AFM/POH, and suggest you buy your maintenance provider lunch to have them

take a look at what you actually have. If it is an ACFP, they can give you the test sheet information for the flight check, and we can go from there.—MT

A2: I recently recorded one of the Tuesday Tips with Tom videos about the altitude compensating fuel pump that posted March 17th on the ABS YouTube channel. In it I show how you tell whether your engine has an ACFP and also describe using the Target EGT method to confirm it is working properly. Assuming the pump is calibrated correctly, you'll attain the takeoff/climb target of approximately 1300°F/700°C when taking off and climbing with the throttle and mixture controls both fully forward.—TT

Correct orientation?

Steve Chaudoin

Raymond, New Hampshire

Q: My maintenance provider has seen this vent installed facing aft on a different 58 Baron. The attached pic is of the left wing with the vent facing forward. I could not find a reference in the IPC.



A: These vents should face aft. This creates a negative air pressure or small vacuum aft across the opening.—DK

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Auxiliary or engine-driven fuel pump problem?

Kirk Lively
Cresson, Texas

Q: My V35B has the Tornado Alley Turbo turbonormalizing system on an IO-550. When I go through the starting procedure normally, I turn on the high boost pump for a few seconds until the fuel flow peaks around 15 gallons per hour, then turn it off and start. When I do that procedure now, the fuel flow gauge barely budges and it is difficult to start. I was able to get it started and it would only run with the boost pump on high. Is this indicative of a boost pump failure, fuel pump failure, or something else?

A: Switch to the other fuel tank and see if that helps. With throttle and mixture full forward, make sure they are hitting the stops on the fuel control. If all is okay, pressurize the system with throttle and mixture full forward and verify no leakage in engine compartment around engine driven pump, fuel control, and manifold valve (spider). If no leaks are present, I suspect the boost pump is the issue.—BR

Gear will not retract

Ron Stowell
Granbury, Texas

Q: I have an F33A and the gear will not retract. Using the emergency gear handle to crank up the gear a few turns, it will not retract, but will extend. I removed both squat switches, cleaned and function checked them, and still have the same issue. We installed a new gear motor and still have the same issue. I checked the throttle warning horn switch, no apparent issue. With handle selected up the green lights go out, but there's no red in-transit light. It does not have the Magic Hand system.

A: I suggest using the wiring diagram, and with the gear motor circuit breaker pulled and gear handle in the up position, check for voltage at C1 on the relay. If voltage is present, the system is good and you have a failed relay coil and need to replace the relay. If no voltage is present, then trace back up towards the switch and determine which failed. Possible issues: bad landing gear selector switch, landing gear latching relay, throttle position switch, or safety switch. In some cases, a bad safety switch will also cause the landing gear warning to sound.—BR

Bus bars

Tim Weston
Yelm, Washington

Q: I'm installing a D'Shannon instrument panel in my G35. Is it recommended that bus bars go on the upper or lower set of screws in circuit breaker?

A: You normally see them on the bottom row. However, if the breaker terminals are labeled "line" and "load," the bus should be on the "line" terminal.—DK

Main gear motor grease and oil

Ray Chapin
Williamson, New York

Q: I'm working on this customer's A36TC for the first time. There is a puddle of oil or grease under the gear motor area. I pulled off the motor and additional oil came out. The gearbox has about a 1/4 inch of oil in it. How urgent is it to get this leak fixed? I don't know yet how many hours are on this gearbox.

A: There should be no oil in the reduction gear area, only a small amount of grease about the size of



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a golf ball. There is a seal in the housing that keeps the oil out of this area. Probably would be best to get the gearbox overhauled and have the motor bench checked due to the fact oil may have gotten into the motor. Aircraft Accessories International in Georgia (aaiair.com) can do both items.—BR

Stall warning horn

Vladimir Lange
Santa Ana, California

Q: Where is the stall warning buzzer in my V35B located? Is there any less expensive alternative to replacing or repairing it other than the \$1,800 list price? Seems like one should be able to repair it.

A1: The typical location is on the pilot side of the center control column support structure.—Shep Johnson on the ABS Member Forum

A2: Dodson (www.dodson.com) and Arrell (www.arrellaircraft.com) are both showing “as removed” switches in stock, and Arrell is also showing one new unit. Those switches are very sensitive and do not take much pressure to make or break contact. I don’t know what the specification is, but unless

you can find that information and have the ability to repair the switch and keep it in calibration, I would not suggest a field repair.—MT

Ruddervator gust lock

Farhad Marashi
Kingwood, Texas

Q: Should the rudder gust lock not be used in case my K35 Bonanza needs to be towed?

A: The control column lock is fine, but if there is a potential of towing, do not insert the rudder pedal pin if your airplane has it. This applies to all Bonanzas and Barons we discuss here.—MT

Rear bulkhead cracks

Preston Michael
Stuart, Florida

Q1: My A55 Baron is in for annual and my mechanic sent photos (posted on the ABS Member Forum) and a repair plan for two cracks found on an aft bulkhead. Please look over his proposal and pictures and let me know if this all seems like an

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appropriate response and if this is a known issue on other Barons. There are two small cracks in each corner of the rear bulkhead doubler. This doubler is part of the structure and is also part of the security for the vertical and horizontal stabilizers, so this must be addressed. Disassembly estimated at \$1,560 to \$2,600, reassembly estimated at \$1,820 to \$2,340, plus parts.

A1: Estimates are better discussed in hours, as shop rate varies regionally. Using \$130 per hour seems to work with the math for costs given as an easily definable number. Low end numbers are 12 hours disassembly and 14 hours reassembly. Not very likely. Reassembly time is generally twice disassembly (if everything goes well) plus rigging of the flight controls (call it three times), so the owner has a chance at a nice surprise at the end. From your Member Profile location: I suggest you contact Del Lehmann at Mountain Airframe in Mena, Arkansas (479-438-3333) for a reasonably accurate estimate. As for the other two questions: I would not call tail bulkhead cracks common, but they do happen. As to parts price, I have never had to buy one for a Baron; the last one of these I bought for a Debonair about eight years ago was in excess of \$6,000.—MT

Q2: Thanks for the response, I guess my real question is, are there other repairs that do not require removing the tail? Is it possible to stop drill the cracks and monitor? Just getting more information as this seems like a major repair. If this repair that has been presented is the correct path forward that is fine, I just wanted to confirm this is the correct repair procedure.

A2: A stop drill is not a repair. At best, it marks the end of the crack for progression check, and in a laminated (multi-layer) bulkhead such as this, damage can be done to the underlying surface making the potential for further problems much greater.—MT

Gear motor

Daniel Dicker
Great Neck, New York

Q: I had the gear motor in my P35 blow the circuit breaker on extension recently. Maintenance swung the gear and it's moving much slower; he says that is an indication that the motor is aging; he suggests getting it rebuilt. Does anyone have these motors in stock and takes back cores so I can keep flying in the meantime? It is a Lamb IS14400 or Beech part 35-810075-3. No one shows stock that I can see.

A: Aircraft Accessories International in Peachtree City, Georgia (aaiair.com) may have an exchange motor available. It will cost a little more than getting yours overhauled. They have a pretty quick turnaround. Make sure your mechanic verifies that the gearbox is not dragging.—BR

Air conditioning upgrade to new style

Allan McEwen
Maxville, Ontario, Canada

Q: My A36 is model year 2000 with factory air conditioning. I understand that in 2014 the air conditioning had significant improvements. If so, can anyone recommend a shop where my airplane can be upgraded to the new style?

A: FTA (www.ftaaviation.com) can modify your Bonanza to the same as the newer G36 aircraft.—BR

Problems or experiences with K&N filters

Gary Fleszar
Pennsauken, New Jersey

Q: A friend of mine had his engine rebuilt, and I noticed he had a Challenger (K&N style) air filter. I've used these high-flow filters in cars before. I just put one in my A35 with the E-225 engine; what a big performance difference it made versus its old oil sponge filter. It doesn't have the carburetor backfire screen like the old filter in its placement rack, and the new filter is



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FAA approved. Does anyone have any issues or experiences with Challenger filters in airplanes?

A: They work great. Make sure you buy the proper materials to clean and service as per the Challenger Supplemental Type Certificate instructions for continued airworthiness at each annual.—BR

Air conditioning for K35 with IO-470N conversion

Farhad Marashi
Kingwood, Texas

Q1: I am looking at putting air conditioning in my J35 Bonanza IO-470N conversion. AC is to be installed in accordance with a Supplemental Type Certificate. Is there anyone that has done this and can give me feedback on their experience with performance, especially at higher density altitudes like the 5,000- to 6,000-foot range?

A1: Assuming you are discussing the ColdBeech by EverAir (coldbeech.com), I recall the net effect of the pump on the engine is in the three to four horsepower lost range. It is not placarded to be off during takeoff; that said, in your proposed

scenario, turning it off for a couple of minutes during takeoff and initial climb is probably a common-sense move. I think it is a nice system; in full disclosure I may be biased as my shop is an authorized installer.—MT

Q2: How much weight does it add, and what amp alternator does this require for a 14-volt system? My plane is total Garmin and has no vacuum pump.

A2: Added weight is less than you might think. I encourage you to call Jim (the EverAir owner) or Jeff at Liberty Aviation (an installer near you, their numbers are listed on the coldbeech.com website) for more information concerning those specifics, as they have installed multitudes more than I and can comment on the averages with authority. However, the distribution of the weight is such there is minimal effect on center of gravity of the aircraft. If you have at least a 50-amp alternator, you are golden. You mention your aircraft is all Garmin; if you have their autopilot with a yaw damper, there may be a physical conflict with that servo; again, Jim will know more about that.—MT

Exhaust support link and clamp

James Unruh

White Rock, New Mexico

Q: On my P35, an exhaust support link broke (part number 35-910003-43). The nut, bolt, and washers attaching it to the exhaust support clamp are gone and missing. I ordered a new link along with bolt, nut, washers, and cotter pin per Parts Manual, page 2-203. However, the Parts Manual figure 47 (page 2-197) does not show (1) how the link and clamp fit together: (i.e., is the link placed inside or outside the clamp?) and (2) how many and where the washer(s) are placed. The shop manual does not provide this information either. I checked the other side for comparison, but I am not sure it is assembled correctly.

A: The link is outside the clamp, but inside of the firewall bracket. Washers are “as required” (at least both sides of the grommet and under the nut; tension to eliminate play, but allow the grommet to absorb vibration). I suggest new grommets in the firewall brackets while you are there: MS35489-4. If the grommets have excess motion inside the hole of the bracket, the bracket should be replaced.—MT



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FORUM - ABS IDEA AND INFORMATION EXCHANGE

The Forum section is intended as a space for members to respond to articles printed in the magazine, or to share their knowledge of a helpful idea for other members. Send your words and photos to magazine@bonanza.org.

PHOTO CREDIT: PAUL BOWEN



On February 1, international friends flew their Bonanzas to Sedona, Arizona, for breakfast. The Mesa Grill is a very lovely restaurant right at the airport and is an attraction for many pilots.

Joe Pavela and his wife, Susie, are based in Mesa, and had along friends Brett Huus and Joan Wilson in their 58 Baron. Jim Carter was along with Michelle Arcamuzi in her H35 Bonanza, both also based in Mesa. Jack and Colleen St Arnaud, based in Westlock, Alberta, Canada, had long-time friends Bob and Marjorie Blacklock in their F33A Bonanza. Scott and Donna Campbell, based in North Battleford, Saskatchewan, had friends Bob and Carolyn Burns in their TN F33A Bonanza. Greg Frodel, based in Pasco, Washington, was in his TN A36 Bonanza.

All the Bonanza pilots have attended the Phoenix B20SH school and have become close friends. They're based out of Falcon Field Airport for a few months during the winter.

— Jack St Arnaud 

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For Sale: 1978 A36TN, IO-550 N2024Q SN E-1339. TT 6675, TSMOH 684 (Western Skyways) Owned 20 years. New paint 2020, new glass 2018, leather interior good. New sheepskins in front 2025. Tip tanks (20 gal), G530WAAS, NAT 6 place intercom, Stormscope, G345 ADS-B in/out, McCauley 406, JPI 700, Shadin fuel flow, Dual yoke, Rapco standby air system, KFC 200 A/P, KCS 55HSI, Collins 251/351 nav-coms. Plus more. Call John Foose 425-466-4440 or email: John@foose.org for logbooks, photos, and total equipment list. Asking \$295,000.

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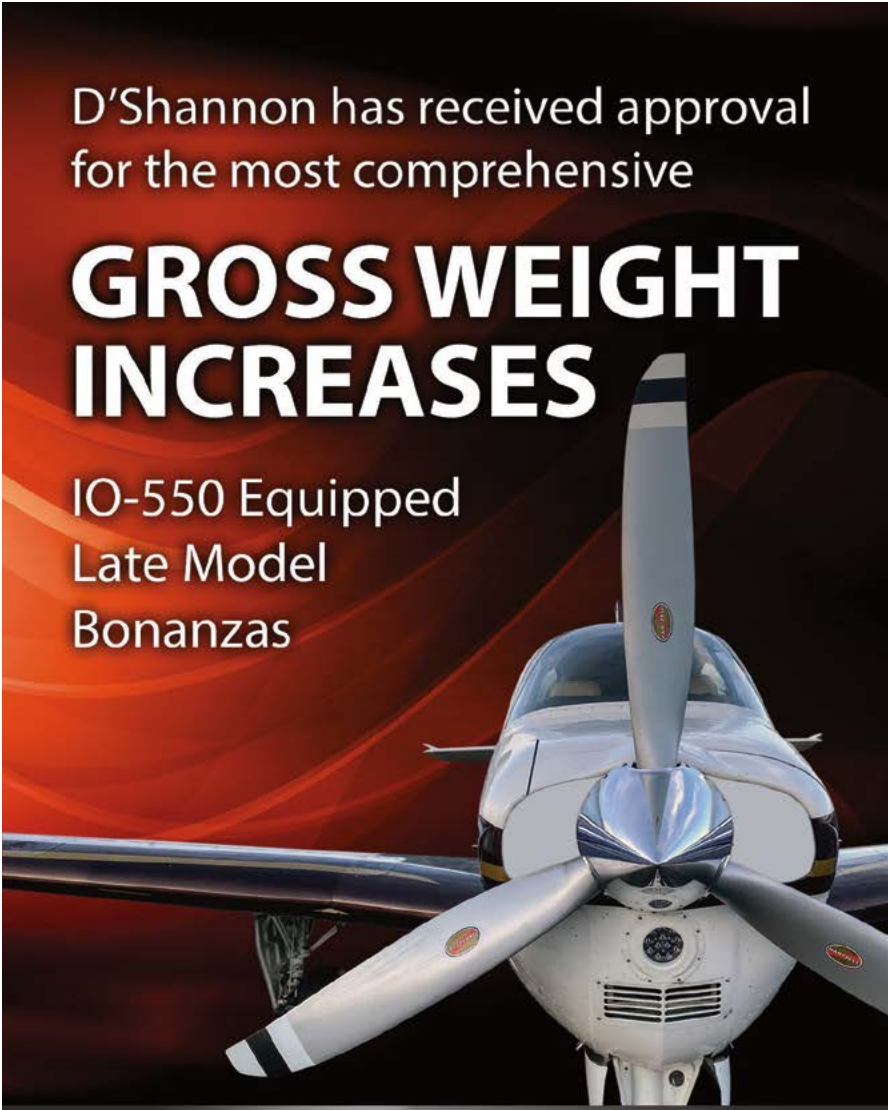
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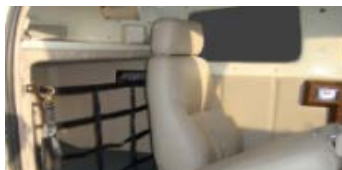
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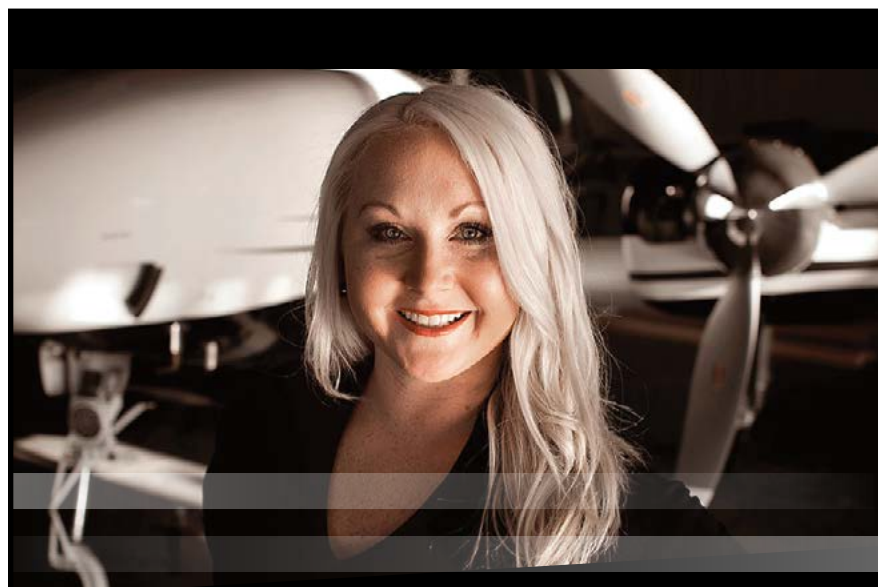
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